

# State of Missouri



## 1999 Highway Safety Plan (HSP)

for the Governor's Highway Safety Program

### **Missouri Division of Highway Safety**

Department of Public Safety  
P. O. Box 104808  
Jefferson City, MO 65110-4808  
(573) 751-4161  
(800) 800-2358



# Missouri Division of Highway Safety

Department of Public Safety  
P.O. Box 104808, Jefferson City, MO 65110-4808  
(573) 751-4161 or 1-800-800-BELT FAX (573) 634-5977

Mel Carnahan  
Governor

Gary B. Kempker  
Department Director

Joyce F. Marshall  
Division Director

---

September 1, 1998

According to 23 USC Chapter 4—Highway Safety Act of 1966, enclosed is the 1999 Highway Safety Plan (benchmark report) for the State of Missouri.

While numerous people were instrumental in the development of this Plan, special thanks are expressed to Martin Carso and Phyllis Emmel of the Statistical Analysis Center, Missouri State Highway Patrol. The data and evaluation provided by the Center established the foundation for this work.

Questions or comments concerning this report should be directed to Vicky Williams, Missouri Division of Highway Safety.

Sincerely,

*Joyce F. Marshall*  
Joyce F. Marshall  
Director

## TABLE OF CONTENTS

	<u>Page</u>
<b>Process Description .....</b>	<b>1</b>
<b>Overview .....</b>	<b>2</b>
<b>State Certifications and Assurances .....</b>	<b>3</b>
<b>Certification Statements .....</b>	<b>4</b>
• <b>Drug Free Workplace Act of 1988 .....</b>	<b>5</b>
• <b>Buy American Act .....</b>	<b>6</b>
• <b>Certification Regarding Lobbying .....</b>	<b>6</b>
• <b>Certification Regarding Debarment and Suspension .....</b>	<b>7</b>
• <b>Minority Business Enterprise Requirements .....</b>	<b>9</b>
• <b>Environmental Impact .....</b>	<b>10</b>
<b>Statewide Crashes .....</b>	<b>11-13</b>
<b>Crash Statistics 2-Year Comparison ('96-'97) .....</b>	<b>14-15</b>
<b>Police Traffic Services .....</b>	<b>16</b>
<b>Police Traffic Services Grant Selection Process .....</b>	<b>17</b>
<b>Occupant Protection .....</b>	<b>18-22</b>
<b>Alcohol Involvement .....</b>	<b>23-27</b>
<b>Aggressive Driving .....</b>	<b>28-31</b>
<b>Speed Involvement .....</b>	<b>32-34</b>
<b>Special Interest Groups .....</b>	<b>35-38</b>
<b>Engineering Services .....</b>	<b>39-40</b>
<b>FY '99 Projects .....</b>	<b>41-45</b>

# STATE OF MISSOURI

## 1999 HIGHWAY SAFETY PLAN

### PROCESS DESCRIPTION

#### ***Mission***

The mission of the Missouri Division of Highway Safety (MDHS) is to reduce the number and severity of traffic crashes occurring in our state. This is accomplished through implementation of the Governor's Highway Safety Program according to the federal Highway Safety Act of 1966 and subsequent modifications.

#### ***Highway Safety Plan***

The Governor's Highway Safety Program is outlined in an annual Highway Safety Plan (HSP) which is submitted to the Governor, the National Highway Traffic Safety Administration (NHTSA), and the Federal Highway Administration (FHWA). This document describes how Missouri's Federal 402 Program appropriation will be used to promote highway safety in our State. The 1999 HSP falls within the federal fiscal year October 1, 1998 through September 30, 1999.

#### ***State Problems—State Solutions***

The National Highway Traffic Safety Administration has recently redesigned their strategy for overview of the states' HSP—the Federal government will no longer impose what should be accomplished by the states. Instead, they will take a service role. Their administrative oversight will be to verify that states do not violate the federal guidelines or the legislative intent of the 402 Highway Safety program. State and local problem identification data will drive the state programs. The HSP will be a performance-based, dynamic plan. Such a Plan allows for continual revisions and modifications in order to enhance the outcome of our efforts.

#### ***Submission***

The Division herewith submits the 1999 Missouri Highway Safety Plan to:

The Honorable Mel Carnahan, Governor  
Romell Cooks, NHTSA Region VII Administrator  
Allen Masuda, FHWA Region VII Administrator

---

Joyce F. Marshall  
Director, Missouri Division of Highway Safety

---

Gary B. Kempker  
Governor's Highway Safety Representative



## OVERVIEW

### ***Problem Identification***

Problem identification involves the study of relationships between collisions and the characteristics of population, licensed drivers, people using the roadways, registered vehicles, vehicle miles, and roadway engineering. Drivers are classified into subgroups according to age and gender. Vehicles are classified according to vehicle type. Roads have been classified according to location (urban vs. rural), safety design, appropriate signing, traffic volume, etc. Collisions are further analyzed by time of day, day of week, month of year, driver subgroups; primary collision factor; use of alcohol and other drugs; and employment of safety equipment.

The data utilized herein (1997 Missouri Traffic Crashes) were obtained from the Statewide Traffic Accident Reporting System (STARS) as provided by the Statistical Analysis Center (SAC) of the Missouri State Highway Patrol. In order to more effectively compare the impact our countermeasures have had upon traffic safety problem areas, crash data from the calendar year 1998 may also be utilized as it becomes available.

### ***Highway Safety Plan (HSP)***

The Division of Highway Safety is directed to develop a HSP designed to reduce the number and severity of traffic crashes in Missouri. Traffic crash data, compiled by the Statistical Analysis Center, is analyzed and published annually in the Traffic Safety Compendium. The Compendium provides the framework from which the HSP is designed—assuring that Missouri's Plan is data driven and that our efforts are directed to the appropriate problem areas. Specific areas which warrant attention are: *Police Traffic Services (including training and enforcement of speed & other hazardous moving violations); Aggressive Driving; Alcohol Impairment (including a special section on youth); Occupant Protection; Traffic Records; Speed Involvement, and Engineering Services*. The countermeasure efforts addressed in this HSP will focus on these problem areas, with particular emphasis on Aggressive Driving, Alcohol Impairment, and Occupant Protection (Seat Belts and Child Restraints).

### ***Benchmarks***

Benchmarks are ascertained in order to provide "ideals" toward which we will strive. Problem areas were identified for which benchmarks have been established. The areas in which we believe our efforts may have an impact are: *Death Rate; Alcohol Impairment; Occupant Protection; Aggressive Driving (including Speed & other Hazardous Moving Violations—HMTVs); and Engineering Services*. While these benchmarks are quantifiable for evaluation and accountability purposes, it should be noted that they are not totally reliant upon the programs implemented by this Division. They are quite often highly dependent upon existing legislation and the motoring public's adherence to traffic laws and safe driving habits.

## STATE CERTIFICATIONS AND ASSURANCES

Failure to comply with applicable Federal statutes, regulations and directives may subject State officials to civil or criminal penalties and/or place the State in a high risk grantee status in accordance with 49 CFR §18.12.

Each fiscal year the State will sign this certification and assurances statement that the State complies with all applicable Federal statutes, regulations, and directives in effect with respect to the periods for which it receives grant funding. Applicable provisions include the following:

- 23 USC Chapter 4 - Highway Safety Act of 1966
- 49 CFR Part 18 - Uniform Administration Requirements for Grants and Cooperative Agreements to State and Local Governments
- 49 CFR Part 19 - Uniform Administrative Requirements for Grants and Agreements with Institutions of Higher Education, Hospitals and Other Nonprofit Organizations
- 23 CFR Chapter II - NHTSA & FHWA Procedures and General Provisions for State Highway Safety Programs
- 45 CFR Part 74 - Appendix E - Principles for Determining Costs Applicable to Research and Development Under Grants and Contracts with Hospitals
- OMB Circular A-87 - Cost Principles for State, local and Indian Tribal Governments
- OMB Circular A-21 - Cost Principles for Educational Institutions
- OMB Circular A-122 - Cost Principles for Nonprofit Organizations
- OMB Circular A-128 - Audit of State and Local Governments
- OMB Circular A-133 - Audits of Institutions of Higher Education and Nonprofit Institutions
- NHTSA Order 462-6C - Matching rates for State and Community Highway Safety Programs
- Highway Safety Grant Funding Policy for NHTSA/FHWA Field-Administered Grants (Effective 7/14/95)

## CERTIFICATION STATEMENTS

The Governor is responsible for the administration of the State Highway Safety Program through a State Highway Safety Agency which has adequate powers and is suitably equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration, and the use, management and disposition of equipment) to carry out the program in compliance with 23 USC 402(b) (1) (A);

The political subdivisions of this State are authorized, as part of the State Highway Safety Program, to carry out within their jurisdictions local highway safety programs which have been approved by the Governor and are in accordance with the uniform guidelines promulgated by the Secretary of Transportation in compliance with 23 USC 402(b) (1) (B);

At least 40 percent of all Federal funds apportioned to this State under 23 USC 402 for this fiscal year will be expended by or for the benefit of the political subdivision of the State in carrying out local highway safety programs authorized in accordance with 23 USC 402 (b) (1) (C), unless this requirement is waived by the Secretary of Transportation;

This State's Highway Safety Program provides adequate and reasonable access for the safe and convenient movement of physically handicapped person, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks in compliance with 23 USC 402 (b) (1) (D);

This State's highway safety program provides for programs to encourage the use of safety belts by drivers of, and passengers in, motor vehicles, in compliance with 23 USC 402 (b) (1) (E);

Cash drawdowns will be initiated only when actually needed for disbursement, cash disbursements and balances will be reported in a timely manner as required by NHTSA, and the same standards of timing and amount, including the reporting of cash disbursement and balances, will be imposed upon any secondary recipient organizations in accordance with 49 CFR 18.20, 18.21, and 18.40 (failure to adhere to these provisions may result in the termination of advance financing);

Arrangements have been made for the financial and compliance audit required by the Single Audit Act of 1984 (OMB Circular A-128), which is to be conducted within the prescribed audit reporting cycle (failure to furnish an acceptable audit, as determined by the cognizant Federal agency, may result in denial or require return of Federal funds);

The State has submitted appropriate documentation for review to the single point of contact designated by the Governor to review Federal programs, as required by Executive Order 12372 (Intergovernmental Review of Federal Programs);

Equipment acquired under this agreement for use in highway safety program areas shall be used and kept in operation for highway safety purposes by the State; or the State, by formal agreement with appropriate officials of a political subdivision or State agency, shall cause such equipment to be used and kept in operation for highway safety purposes;

Each recipient of Section 402 funds has a financial management system that complies with the minimum requirements of 49 CFR Part 18.20;

Each recipient of Section 402 funds will comply with all applicable State procurement procedures;

The State is funding programs that are within the NHTSA/FHWA National Priority program areas;

The State Highway Safety Agency will comply with Title VI of the Civil Rights Act of 1964 and Section 504 of the Rehabilitation Act of 1973, as amended, as implemented by 49 CFR Parts 21 and 27, to ensure that no person in the United States shall, on the grounds of race, color, national origin, or handicap, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under this program.

#### ***THE DRUG-FREE WORKPLACE ACT OF 1988 (49 CFR PART 29 SUB-PART F)***

The State will provide a drug-free workplace by:

1. Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
2. Establishing a drug-free awareness program to inform employees about:
  - a) The dangers of drug abuse in the workplace.
  - b) The grantee's policy of maintaining a drug-free workplace.
  - c) Any available drug counseling, rehabilitation, and employee assistance programs.
  - d) The penalties that may be imposed upon employees for drug violations occurring in the workplace.
3. Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (1).
4. Notifying the employee in the statement required by paragraph (1) that, as a condition of employment under the grant, the employee will--

- a) Abide by the terms of the statement
  - b) Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.
5. Notifying the agency within ten days after receiving notice under subparagraph (4) (b) from an employee or otherwise receiving actual notice of such conviction.
6. Taking one of the following actions, within 30 days of receiving notice under subparagraph (4) (b), with respect to any employee who is so convicted--
- a) Taking appropriate personnel action against such an employee, up to and including termination; and
  - b) Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, state, or local health, law enforcement, or other appropriate agency.
7. Making a good faith effort to continue to maintain a drug-free workplace through implementation of the above paragraphs 1 through 6.

### ***BUY AMERICA ACT***

The State will comply with the provisions of the Buy America Act (23 USC 101 Note) which contains the following requirements:

Only steel, iron and manufactured items produced in the United States may be purchased with Federal funds unless that State can show that such domestic purchases would be inconsistent with the public interest; that such materials are not reasonably available and are of an unsatisfactory quality; or that inclusion of domestic materials will increase the cost of the overall project contract by more than 25 percent. Clear justification for the purchase of non-domestic items must be in the form of a waiver request submitted to and approved by the Secretary of Transportation.

### ***CERTIFICATION REGARDING LOBBYING***

Certification for Contracts, Grants, Loans, and Cooperative Agreements

The undersigned certifies, to the best of his or her knowledge and belief, that:

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.
2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
3. The undersigned shall require that the language of this certification be included in the award documents for all sub-award at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, Title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

### ***CERTIFICATION REGARDING DEBARMENT AND SUSPENSION***

In accordance with the provisions of 49 CFR Part 29, the State agrees that it shall not knowingly enter into any agreement under its Highway Safety Plan with a person or entity that is barred, suspended, declared ineligible, or voluntarily excluded from participation in the Section 402 program, unless otherwise authorized by NHTSA. The State further agrees that it will include the following clause and accompanying instruction, without modification, in all lower tier covered transactions, as provided by 49 CFR Part 29, and in all solicitations for lower tier covered transactions.

#### **Instructions for Certification**

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.

2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.
3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
4. The terms covered transaction, "debarred", "suspended", "ineligible", "lower tier covered transaction", "participant", "person", "primary covered transaction", "principal", "proposal", and "voluntarily excluded", as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.
5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.
6. The prospective lower tier participant further agrees by submitting this proposal that it will include this clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion--Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions. (See Below)
7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the Non-Procurement List.
8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

### ***CERTIFICATION REGARDING DEBARMENT, SUSPENSION, INELIGIBILITY AND VOLUNTARY EXCLUSION—LOWER TIER COVERED TRANSACTIONS***

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.
2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participants shall attach an explanation to this proposal.

### ***MINORITY BUSINESS ENTERPRISE REQUIREMENTS***

In accordance with the provisions of 49 CFR Part 23, the State agrees to abide by the following statements, and shall ensure that these statements are included in all subsequent agreements and/or contracts assisted by Section 402 funds:

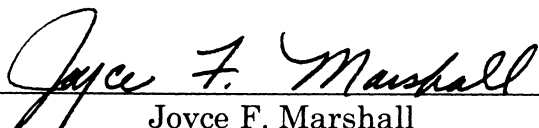
It is the policy of the Department of Transportation that minority business enterprises, as defined in 49 CFR Part 23, shall have the maximum opportunity to participate in the performance of contract financed in whole or in part with Federal funds under this agreement. Consequently, the MBE requirements of 49 CFR Part 23 apply to this agreement.

The recipient or its contractor agrees to ensure that minority business enterprises as defined in 49 CFR Part 23 have the maximum opportunity to participate in the performance of contracts and subcontracts financed in whole or in part with Federal funds provided under this agreement. In this regard, all recipients or contractors shall take all necessary and reasonable steps in accordance with 49 CFR Part 23 to ensure that minority business enterprises have the maximum opportunity to compete for and perform contracts. Recipients and their contractors shall not discriminate on the basis of race, color, national origin, or sex in the award and performance of DOT-assisted contracts.

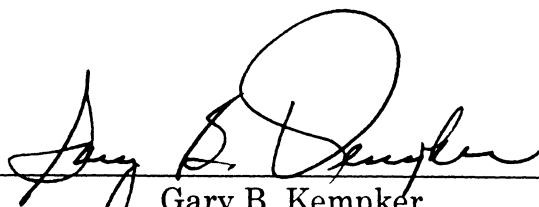


## ***ENVIRONMENTAL IMPACT***

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year 1999 Highway Safety Planning document and hereby declares that no significant environmental impact will result from implementing this highway safety plan. If, under a future revision, this Plan will be modified in such a manner that a project would be instituted that could affect environmental quality to the extent that a review and statement would be necessary, this office is prepared to take the action necessary to comply with the National Environmental Policy Act (42 USC 4321 et seq.).

  
\_\_\_\_\_  
Joyce F. Marshall  
Director, Missouri Division of Highway Safety

8-31-98  
Date

  
\_\_\_\_\_  
Gary B. Kempker  
Governor's Highway Safety Representative

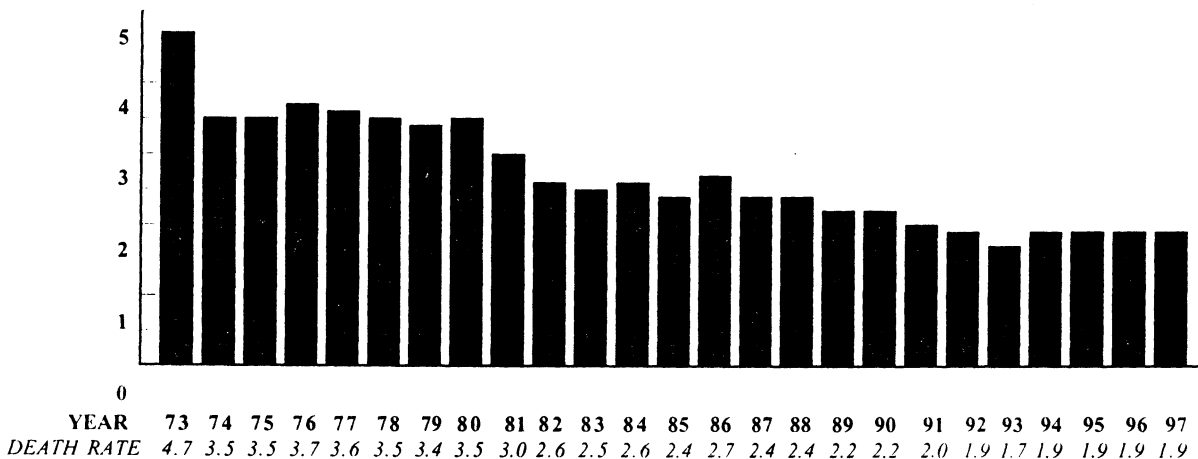
8/31/98  
Date

## MISSOURI STATEWIDE TRAFFIC SAFETY ANALYSIS

### *Deaths Due to Traffic Crashes--History*

Over the past 25 years Missouri has experienced a dramatic decline in traffic crash fatalities in relation to the number of miles driven on its roadways. For instance, in **1973** Missouri had **4.7 fatalities** for every 100 million miles of travel compared to **1997** when the State death rate had dropped to **1.9 fatalities** for every 100 million miles of travel. While the reduction in deaths compared to the conflict exposure potential (miles of travel) has been due, in large part, to numerous Federal, State, and local government policies, programs, and laws, the Governor's Highway Safety Program has certainly played a major role in this effort.

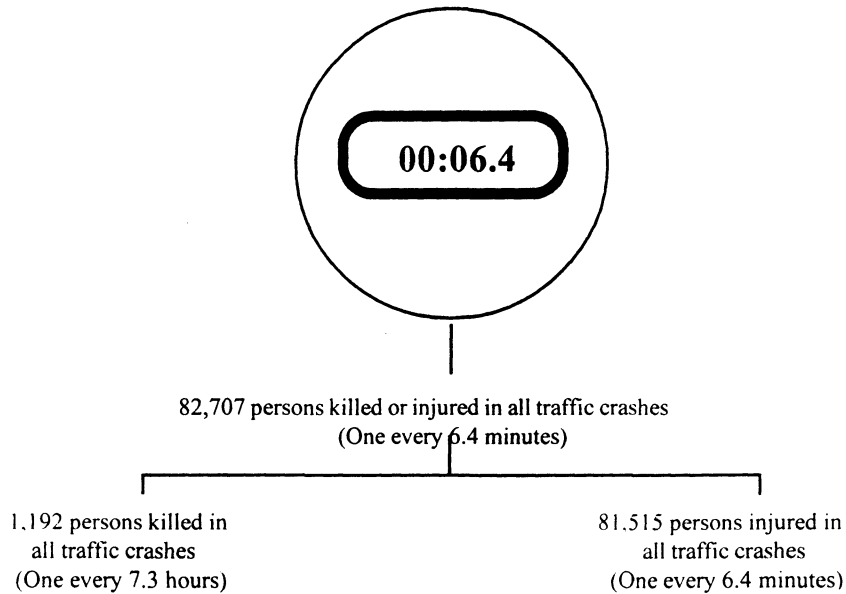
### MISSOURI DEATH RATE 1973 - 1997



### *Current Traffic Crash Data--1997*

Even though statistics like the death rate indicate a positive impact is being made on Missouri's traffic safety problem, it should not be a cause for complacency. A substantial number of people continue to be killed and injured on Missouri roadways and most of these traffic crashes are preventable. In **1997**, there were **191,765 traffic crashes**. In 1,029 of these crashes one or more people were killed and in 51,779 crashes, someone was injured. A total of **1,192 people lost their lives** (one death every 7.3 hours) and **81,515 were injured** (one person injured every 6.4 minutes).

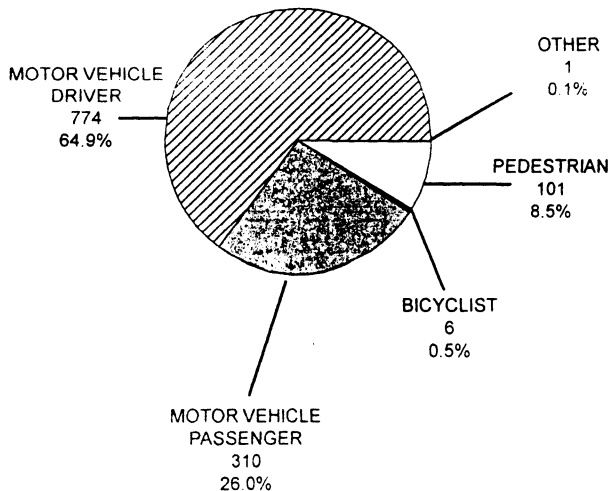
# MISSOURI TRAFFIC SAFETY PERSONAL INJURY PROBLEM ANALYSIS CLOCK 1997



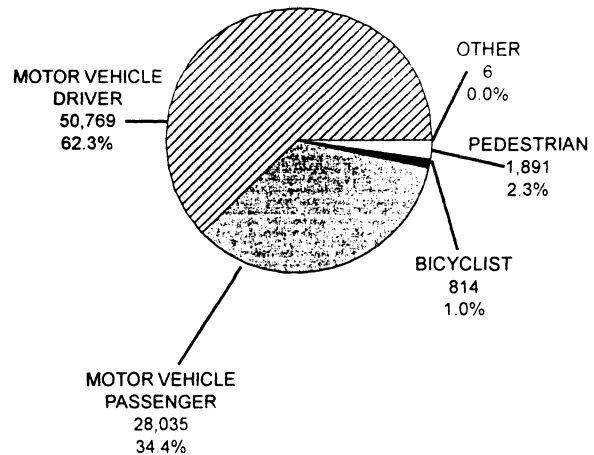
A substantial number of persons killed and injured in Missouri's 1997 traffic crashes were drivers and passengers of motorized vehicles. Of the fatalities, 64.9% were drivers and 26.0% were passengers; of those injured, 62.3% were drivers and 34.4% were passengers. Although pedestrians do not make up a substantial proportion of persons injured in Missouri traffic crashes, they do account for a larger proportion of those killed in these incidents--8.5%.

## 1997 MISSOURI TRAFFIC CRASHES

### PERSONS KILLED



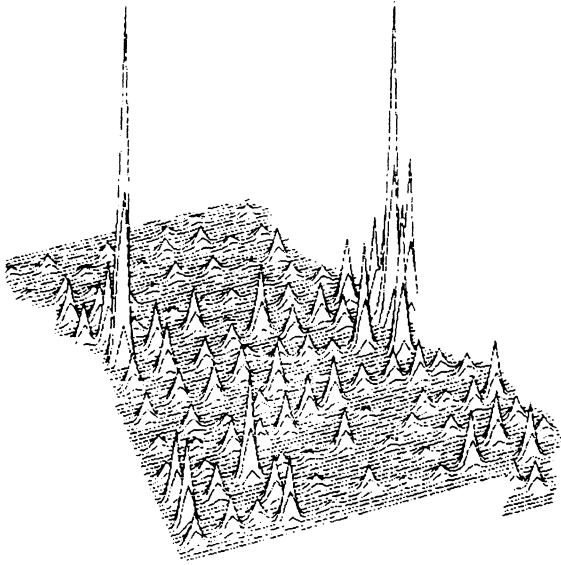
### PERSONS INJURED



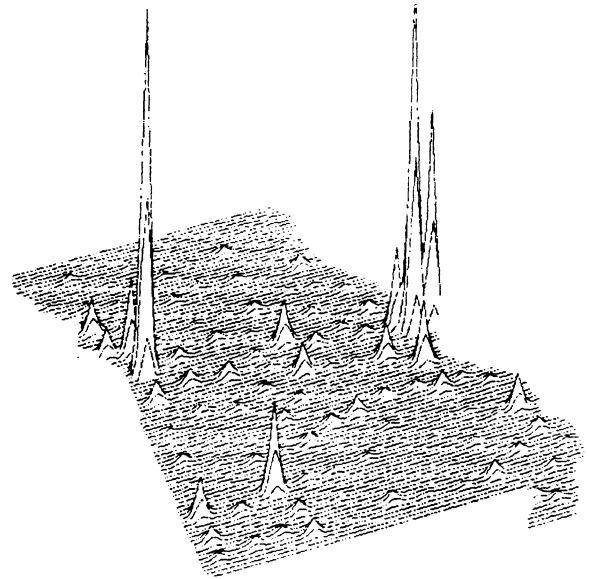
As expected, traffic crashes are not evenly distributed on Missouri roadways. They occur in larger numbers in more densely populated regions of the State compared to the rural areas. Of the 191,765 traffic crashes in 1997, 64.9% occurred in an urban community having a population of 5,000 or more and 35.1% occurred in a rural area (under 5,000 population or unincorporated area). However, rural areas of the State cannot be discounted. They take on much greater significance when examining traffic crashes resulting in fatalities. In 1997 fatal traffic crashes, 25.5% occurred in an urban area of the State and 74.5% in a rural area.

### 1997 MISSOURI TRAFFIC CRASHES

**FATAL CRASHES**



**TOTAL CRASHES**



## Crash Statistics 2-Year Comparison (1996:1997)

### Total Crashes

Description	Up/Down	1996	1997
Total Traffic Crashes	↑	191,164	191,765
Total Persons Injured in Crashes	↓	82,695	81,515
Total Persons Killed in Crashes	↑	1,148	1,192
Death Rate (the number of deaths per 100 million miles of travel)	No change	1.9	1.9
Economic Loss of Traffic Crashes	↓	\$3,065,763,000	\$2,949,793,000

### Seat Belt Usage Among Crashes

Description	Up/Down	1996	1997
% of Drivers Wearing Seat Belts Killed in Crash	↑	26.3%	28.9%
% of Passengers Wearing Seat Belts Killed in Crash	↑	24.7%	32.1%
% of Drivers Wearing Seat Belts Not Killed or Injured in Crash	↑	87.8%	89.2%
Ratio of Driver Involved in Crash Being Injured if <i>Not</i> Wearing Seat Belt	No change	1 in 3	1 in 3
Ratio of Driver Involved in Crash Being Injured if Wearing Seat Belt	No change	1 in 7	1 in 7
Ratio of Driver Involved in Crash Being Killed if <i>Not</i> Wearing Seat Belt	↑	1 in 85	1 in 77
Ratio of Driver Involved in Crash Being Killed if Wearing Seat Belt	↑	1 in 1,408	1 in 1,262

### Drinking Related Crashes

Description	Up/Down	1996	1997
% of Crashes Drinking Related	↓	5.0%	4.8%
% of Fatal Crashes Drinking Related	↓	25.5%	20.6%
Total Persons Injured in Drinking Crashes	↑	7,106	6,776
Total Persons Killed in Drinking Crashes	↓	284	242

### Speed Related Crashes

Description	Up/Down	1996	1997
% of Crashes Speed Related	↓	16.6%	16.4%
% of Fatal Crashes Speed Related	↓	39.0%	38.0%
Total Persons Injured in Speed Crashes	↓	18,027	17,477
Total Persons Killed in Speed Crashes	↑	444	446

## Motorcycle Related Crashes

Description	Up/Down	1996	1997
% of Crashes Motorcycle Related	No change	0.6%	0.6%
% of Fatal Crashes Motorcycle Related	No change	3.6%	3.6%
Total Persons Injured in Motorcycle Crashes	↓	1,002	989
Total Persons Killed in Motorcycle Crashes	↑	38	39

## Pedestrian Related Crashes

Description	Up/Down	1996	1997
% of Crashes Pedestrian Related	No change	1.1%	1.1%
% of Fatal Crashes Pedestrian Related	↓	10.1%	9.5%
Total Persons Injured in Pedestrian Crashes	↓	2,079	2,053
Total Persons Killed in Pedestrian Crashes	↓	105	102

\* Aggressive driving statistics are not included in this 2-year comparison because they have only been identified and captured for 1997.

# Police Traffic Services



## **PROBLEM AREAS--ENFORCEMENT ISSUES POLICE TRAFFIC SERVICES**

Police Traffic Services will address numerous problem areas in traffic safety with an emphasis on enforcement issues. Through data analysis, we were able to identify specific target areas and answer these pertinent questions:

*What are Missouri's most serious areas of traffic safety concern?*

- Aggressive Driving (including Hazardous Moving Violations with special emphasis on Speeding)
- Alcohol Impairment
- Occupant Protection

*Which target groups of drivers are causing the most traffic crashes?*

- Aggressive Drivers (especially Speeding drivers)
- Drinking Drivers
- Young Drivers (under the age of 21)

*Which geographic locations should be targeted?*

- Statewide--While more crashes occur in the densely populated urban areas, three-fourths of the fatal crashes occur in rural areas

*Which vehicles are involved in the most traffic crashes?*

- Automobiles
- Pickup trucks

### ***Benchmarks***

1. ***Reduce the death rate from 1.9 to 1.8 by the year 2000***
2. ***Increase the number of hazardous moving violations*** issued at high accident locations thereby decreasing crashes at those locations
3. ***Reduce*** the number of ***aggressive driving*** crashes (specific Benchmarks identified in that section)
4. ***Reduce*** the number of ***alcohol-involved crashes*** (specific Benchmarks identified in that section)
5. ***Increase occupant restraint usage*** through enforcement and education (specific Benchmarks identified in that section)

### ***Performance Measures***

Continue tracking statewide death rate and analyzing the statistics to determine which countermeasure programs have an effect on reducing this figure. Individual Police Traffic Services projects will be monitored and evaluated to determine whether increased enforcement and education is having a positive impact on the reduction of traffic crashes and the resulting injuries and deaths.

### ***Strategies***

- Assist law enforcement agencies in problem identification and preparation of projects which will most effectively attack their traffic safety problems
- Provide funding for projects which put additional traffic safety officers on the streets to enforce hazardous moving violations
- Provide suitable equipment to enforce the traffic safety laws
- Provide training to complement and supplement law enforcement efforts
- Increase partnership activities between state and local law enforcement



## **POLICE TRAFFIC SERVICES GRANT SELECTION PROCESS**

### ***Grant Review Committee***

The 402 Grant Review Committee was formed in June 1996 with the critical responsibility of reviewing and selecting enforcement projects for inclusion in the Highway Safety Plan. Committee members were selected for their expertise in the police traffic services field within the state of Missouri. There were no committee members selected who may have had an individual interest in awarding grants to particular law enforcement agencies. Committee Members:

- Jackie Allen, Missouri Division of Highway Safety
- Kari Blaeuer, Missouri Division of Highway Safety
- Glenn Carriker, Missouri Safety Center, CMSU
- Martin Carso, Missouri State Highway Patrol
- Randy Silvey, Missouri Division of Highway Safety
- Bill Whitfield, Missouri Division of Highway Safety

### ***Grant Selection Criteria***

#### **1. Regional Territories Established**

Traffic crash statistics were run to determine which communities had the highest traffic crash problems. Using those findings, the State was divided into 4 regions with fairly equal crash representation.

#### **2. Crash Data Ranking (Statewide Totals by Region)**

More data was run to locate the worst crash problem areas within each region. The committee then looked at applications falling within the top 5 counties and top 10 cities of each region.

#### **3. Problem Identification and Assessment**

Grant application forms were distributed in February/March. Applicants were required to identify their highway safety problem area(s). With the problems identified, they were then asked to submit a project addressing those needs and proposing solutions. These applications were due by June 1. Of those applicants, only those meeting the criteria were further evaluated by the committee—with two exceptions:

- Agencies having received prior fiscal year sobriety checkpoint funding were automatically funded for another year; and
- Several agencies that had developed exceptional partnerships or particularly innovative concepts were also considered.

#### **4. Evaluation and Award**

Each application was evaluated for validity (probable impact on the traffic safety problems) and innovation. The committee then made cuts to the original proposals in order to meet budgetary constraints.

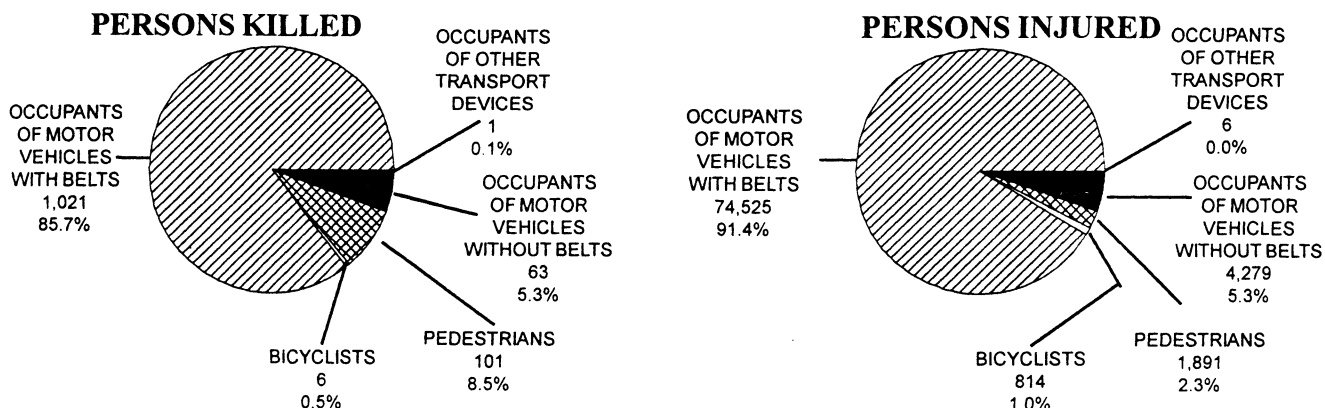
# Occupant Protection



## OCCUPANT PROTECTION

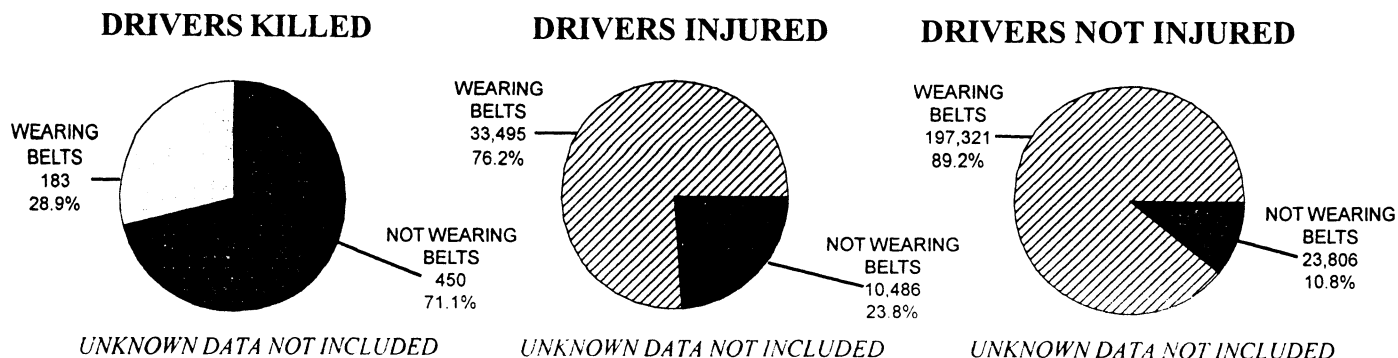
It is well recognized that one of the best ways to protect oneself from death and injury when traveling in a motor vehicle is to wear seat belts and, for the very young person, to place them in a child safety seat. For a numbers of years, motor vehicle manufacturers have been required to install seat belts in their vehicles. As a result, the majority of motor vehicles have these types of safety devices installed. When examining persons killed and injured in Missouri traffic crashes, the vast majority had seat belts available for use. In 1997, 1,192 persons were killed in traffic crashes. Of these, 85.7% were occupants of vehicles which, in all probability, had a seat belt available for use. Of the 81,515 persons injured in 1997, 91.4% were driving or riding in vehicles having seat belts.

### 1997 MISSOURI TRAFFIC CRASHES



A substantial number of drivers killed in 1997 Missouri traffic crashes were not wearing their seat belts compared to those injured and not injured. Of those dead drivers whose seat belt usage was known, 71.1% were not buckled up. Of those injured, 23.8% were not belted and of those not injured, only 10.8% were not wearing a seat belt.

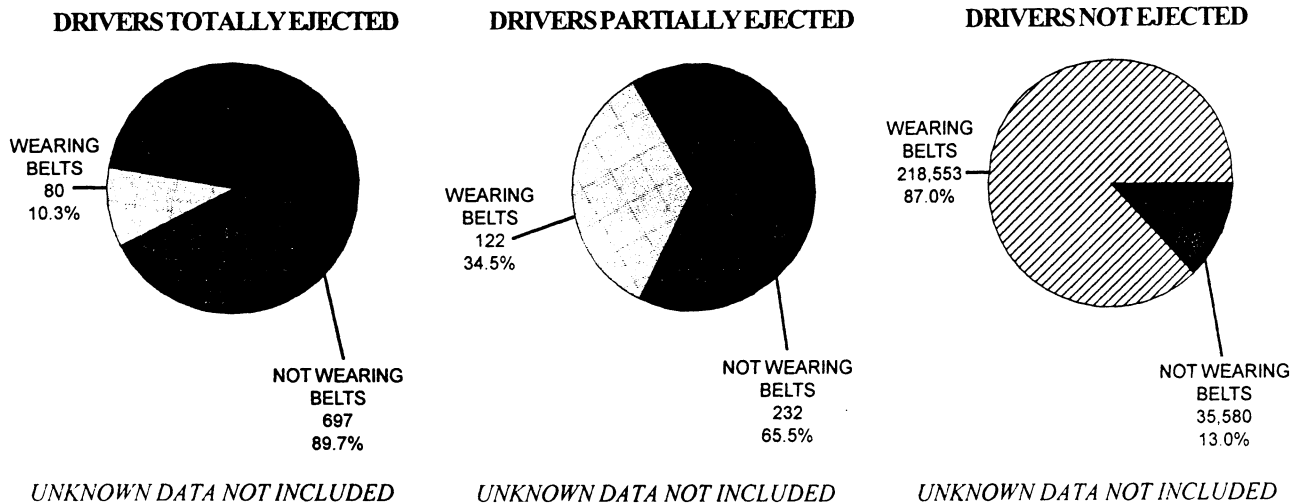
### 1997 MISSOURI TRAFFIC CRASHES SEAT BELT USAGE



## EJECTIONS

The possibility of death and injury dramatically increases in cases where the person is ejected from the vehicle at the time of the crash. One of the benefits of being belted is it increases the probability of the person staying in the vehicle and being protected by the vehicle passenger compartment. Of those drivers totally ejected from a vehicle in 1997 Missouri traffic crashes, 89.7% were not wearing seat belts in known cases and of those partially ejected, 65.5% were not belted. Of the drivers not ejected from their vehicles, only 13.0% were not wearing their safety restraint device.

### 1997 MISSOURI TRAFFIC CRASHES SEAT BELT USAGE

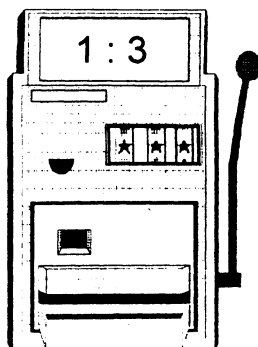


## INCREASE YOUR ODDS

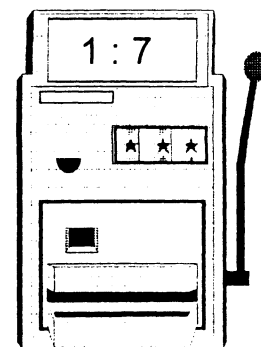
Seat belt usage dramatically reduces a person's chance of being killed and injured in a traffic crash. Of the drivers involved in 1997 Missouri traffic crashes, 1 in 3 were injured if they were not wearing their seat belt. However, if they were wearing a seat belt, their chances of being injured in the crash were 1 in 7. When examining driver deaths, the differences are much more dramatic. A driver involved in a 1997 Missouri traffic crash had a 1 in 77 chance of being killed if they were not wearing a seat belt. In those cases where a driver wore a seat belt, their chance of being killed was 1 in 1,262.

### 1997 MISSOURI TRAFFIC CRASHES CHANCE OF DRIVER BEING INJURED

NOT WEARING SEAT BELT

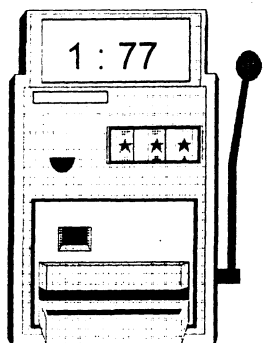


WEARING SEAT BELT

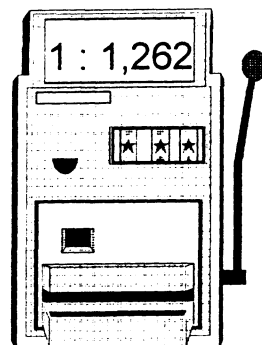


## CHANCE OF DRIVER BEING KILLED

### NOT WEARING SEAT BELTS



### WEARING SEAT BELTS

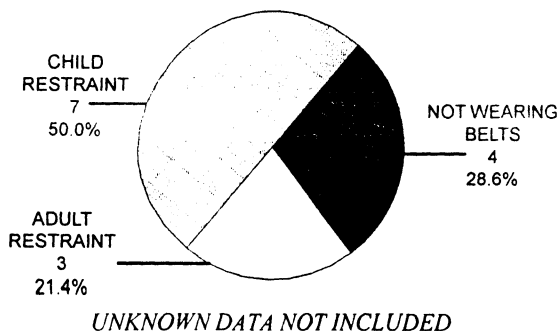


## CHILD SAFETY SEATS

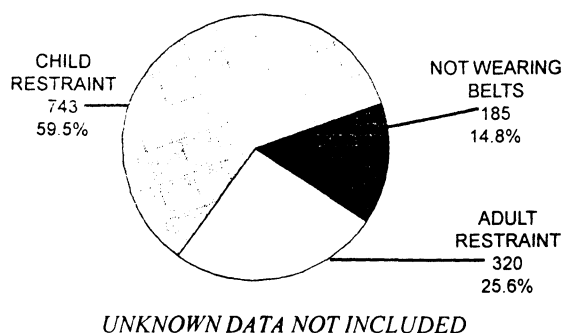
From a public safety policy perspective, Missouri must continue to promote the use of seat belts by motor vehicle occupants. In addition, special attention must be paid to increasing the use of specialized restraint devices when transporting young children. In 1997, 16 children under the age of 4 were killed in a motor vehicle. In the known cases, 28.6% were not using any type of restraint device. In three instances, an adult restraint device was used which probably had little or no safety effect. There were 1,248 children under 4 injured as occupants in motor vehicles in 1997. In known cases, 14.8% were not using any type of restraint device and 25.6% were in an adult seat belt.

## 1997 MISSOURI TRAFFIC CRASHES RESTRAINT DEVICE USAGE--CHILDREN UNDER AGE 4

### CHILDREN UNDER AGE 4--KILLED



### CHILDREN UNDER AGE 4--INJURED



Missouri has had safety belt surveys performed by the State Highway Patrol (predominantly on Interstates and major highways) and also by local law enforcement agencies (predominantly within city limits and often in the more rural, smaller communities). Surveys performed by the Patrol have indicated an average usage rate of 62% while surveys from the local communities have shown an average usage rate of 52%. Surveys by Missouri's SAFE KIDS Coalitions have indicated that misuse of child safety seats remains a large problem--a staggering 80% of the seats were noted as being improperly used/installed. Unfortunately, Missouri has not had a good mechanism in place to survey proper usage of child safety seats statewide.

### ***Benchmarks***

1. Establish a baseline seat belt usage rate for the State of Missouri that is recognized by the National Highway Traffic Safety Administration (NHTSA)
2. Passage of legislation that provides for primary enforcement of seat belt violations
3. Establish a base of certified trainers to teach proper installation of child safety seats

### ***Performance Measures***

Ongoing analysis of the traffic crash data in Missouri will serve as the means to measure progress toward the Benchmarks. Usage rates will be analyzed in those target areas where safety belt projects have been established.

Properly administered and consistent occupant restraint usage surveys will be conducted throughout the state by the Missouri Division of Highway Safety utilizing local law enforcement agencies. Usage rates will be monitored to analyze the effectiveness of our enforcement and educational campaigns.

### ***Strategies***

- Conduct NHTSA-approved statewide seat belt surveys reaching 85% of population annually in September.
  - \*Observational safety belt usage survey data will be collected from locations representative of the top 85 percent of the state's population. The observational data collected will be in compliance with guidelines in accordance with those recommended by the federal Intermodal Surface Transportation Efficiency Act.
  - \*Counties were divided into two groups--7 urban counties (50,000+ population) and 13 rural counties (<50,000 population)--for a total of 20 counties, as required by NHTSA guidelines. A Missouri Department of Transportation road segments database was used to randomly select the sampling locations for each of the 20 counties.
  - \*Data collectors (observers) will be used to record usage/non-usage of safety belts by drivers and outboard front seat passengers of: passenger vehicles; vans; sport utility vehicles; and pickup trucks. Observation periods will be 40 minutes and conducted on each day of the week between the hours of 8:00 a.m. and 5:00 p.m.

*Strategies (continued)*

- Develop and implement educational and enforcement materials and campaigns
- Provide overtime funding to law enforcement agencies to conduct safety belt checkpoints
- Provide certified NHTSA training on child safety seat usage and Traffic Occupant Protection Strategies
- Certify one MDHS staff member as a Child Passenger Safety Technician (Fall 1998)
- Train a core group of 15-20 child safety seat technicians (Spring 1999)
- Offer Traffic Occupant Protection Strategies (TOPS) courses on an as-needed basis statewide
- Participate in NHTSA Partners Summit (Fall 1998)
- Encourage law enforcement agencies to work toward a "Zero Tolerance" policy for enforcement of seat belt violations

# Alcohol Impairment

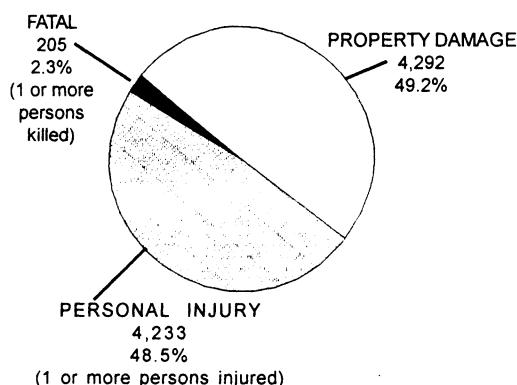




## ALCOHOL INVOLVEMENT

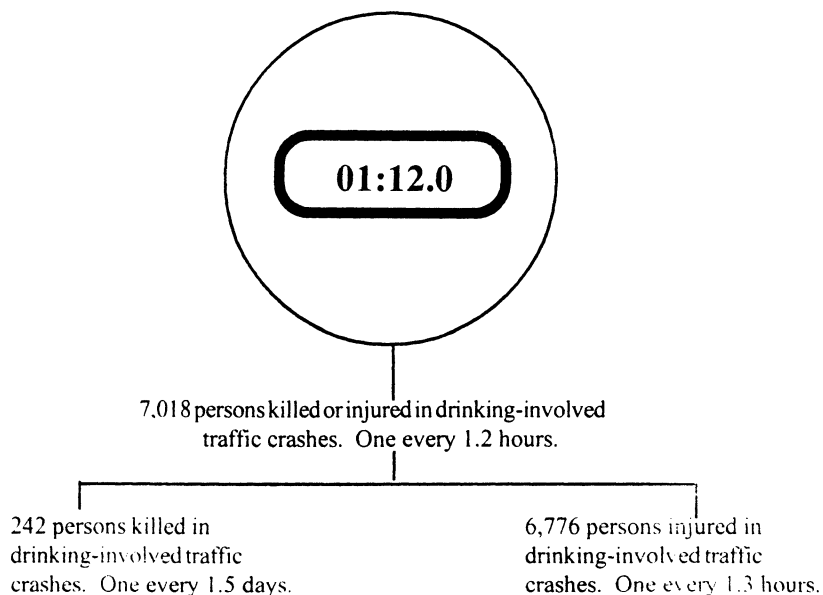
Alcohol contributes substantially to traffic crashes on Missouri's roads, especially those resulting in death or personal injury. In 1997, 191,765 traffic crashes occurred in the State. Of those, 0.5% resulted in a fatality and 27.0% involved someone being injured. During the same time period, there were 8,730 traffic crashes where one or more drivers and/or pedestrians were drinking and, in the opinion of the investigating officer, their intoxicated condition was a contributing factor. In these incidents, 2.3% resulted in at least one death; 48.5% resulted in a personal injury.

### 1997 MISSOURI DRINKING-INVOLVED TRAFFIC CRASHES



In 1997, 242 persons were killed in the 8,730 alcohol-involved traffic crashes; 6,776 persons were injured in these incidents--one person was killed every 1.5 days and one injured every 1.3 hours. It also must be recognized alcohol intoxication is being under-reported as a contributing factor in traffic crashes. As a result, it is an even greater traffic safety problem than these statistics would indicate.

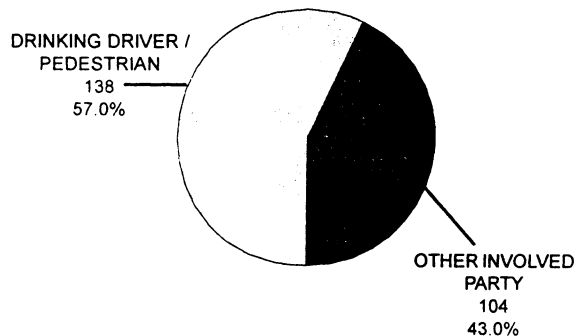
### MISSOURI DRINKING-INVOLVED PERSONAL INJURY PROBLEM ANALYSIS CLOCK 1997



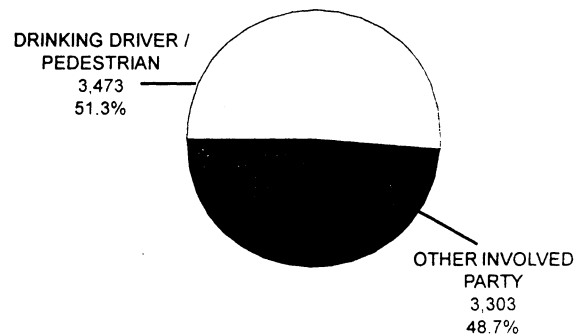
Some contend that those drinking and driving are simply hurting and killing themselves. Although a large number of persons being killed/injured in alcohol-involved traffic crashes are the drinking drivers, a substantial number of persons dying and being injured in these crashes are not intoxicated. Their actions in these incidents probably did not contribute to the cause of the collision. Of the 242 persons killed in alcohol-involved traffic crashes, 57.0% were the intoxicated driver/pedestrian, but 43.0% were some other involved party. Of the 6,776 injured, 51.3% were the intoxicated drivers/pedestrians while 48.7% were other persons in the incidents.

### 1997 DRINKING-INVOLVED TRAFFIC CRASHES (Person Involvement)

#### PERSONS KILLED



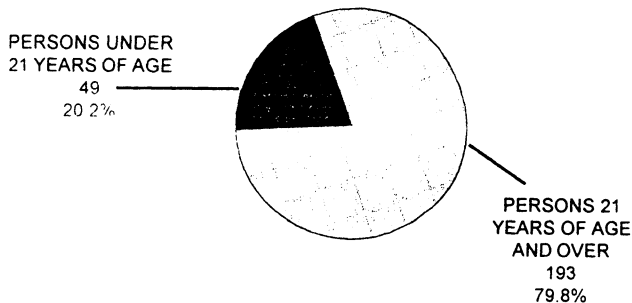
#### PERSONS INJURED



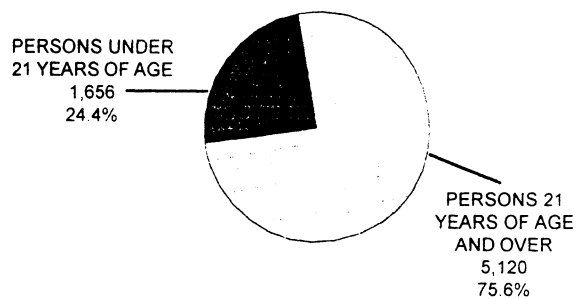
Alcohol-related traffic crashes are having an adverse impact on youth in the State of Missouri. Of the 242 persons who died in 1997 Missouri alcohol-involved traffic crashes, 20.2% were under the age of 21. Of the 6,776 who were injured in these incidents, 24.4% were young persons.

### 1997 DRINKING-INVOLVED TRAFFIC CRASHES (By Age)

#### PERSONS KILLED

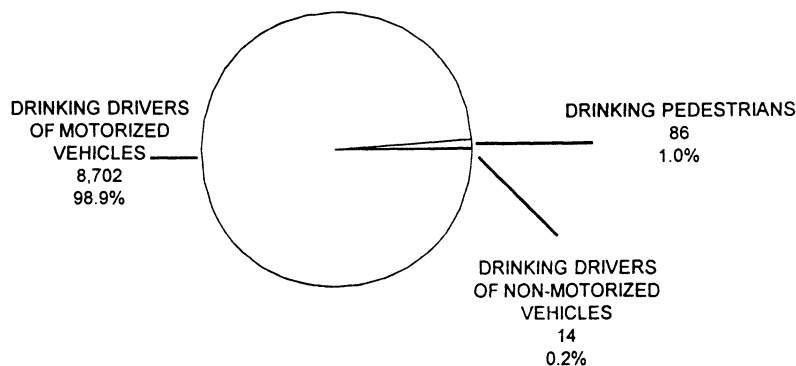


#### PERSONS INJURED



To address Missouri's alcohol-involved traffic crash problem, it is important to understand whose intoxicated condition contributed to the cause of the incident. There were 8,802 intoxicated drivers/pedestrians involved in the 8,730 Missouri traffic crashes in 1997. The vast majority were drivers of motorized vehicles (98.9%); pedestrians made up 1.0%; and 0.2% involved some other driver.

### DRINKING IN 1997 MISSOURI TRAFFIC CRASHES (Person Category)



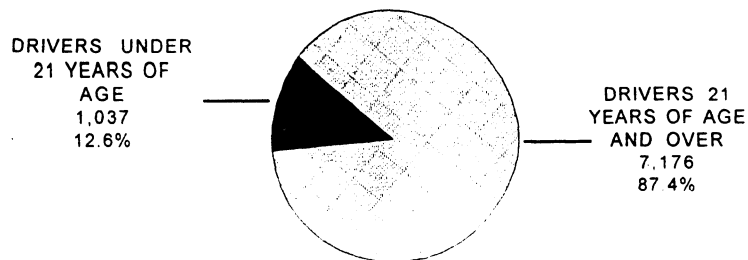
UNKNOWN DATA NOT INCLUDED

#### ***Young Drinking Drivers (Under Age 21)***

Youth make up a significant proportion of drinking drivers of motorized vehicles causing traffic crashes on Missouri roadways. Of the 8,702 drivers of motorized vehicles whose consumption of alcohol caused a 1997 traffic crash, 12.6% were under the age of 21 (in known cases). In other words, a drinking driver under the age of 21 caused a traffic crash in Missouri every 8.4 hours in 1997.

A total of 205 drinking drivers of motorized vehicles were involved in crashes where one or more persons were killed. Of these drivers, 13.8% were under the age of 21 (in known cases). A total of 35 persons were killed in traffic crashes involving these young drivers. ***Of those persons killed, 34.3% were the under-age drinking driver and 65.7% were some other party in the crash.***

### 1997 MISSOURI TRAFFIC CRASHES DRIVERS OF MOTORIZED VEHICLES DRINKING



Because of the seriousness of the alcohol-related crash problem, and especially the overwhelming connection with young drivers, a large percentage of the Division's efforts are directed toward enforcement and prevention in this area. For the several years, Missouri has qualified for special Federal alcohol incentive grants. This has enabled the state to expand its efforts in the areas of countermeasures (i.e., equipment purchases; improvements in the offender tracking system; training; public awareness; and enforcement).

### ***Benchmarks***

1. To decrease total alcohol-related crashes by 2.0% annually.

<u>Year</u>	<u>Total</u>	<u>% Change</u>
1995	9310	(base year)
1996	9093	2.3% decrease
1997	8730	3.99% decrease

2. To decrease alcohol-related crashes caused by drivers under 21 to a maximum 10% of total alcohol-related crashes.

<u>Year</u>	<u>% of Total</u>
1995	11.1%
1996	12.5%
1997	12.6%

### ***Performance Measures***

Ongoing analysis of the traffic crash data in Missouri will serve as the means to measure progress toward the Benchmarks. In alcohol-related crashes, specific criteria are considered: age and sex of drivers; time, date & location of occurrences; drivers versus pedestrians; Crash data will be analyzed in those target areas where alcohol countermeasure projects have been established.

Future measures will include arrest and conviction data on alcohol-related traffic offenders. This data will be used to evaluate existing legislation and to determine needed training and equipment for effective enforcement, prosecution, adjudication and treatment of these offenders.

### ***Strategies***

#### ***Public Information & Education***

- Educate the public about the dangers of drinking and driving through public awareness campaigns, distribution of education materials, traffic safety workshops, health and safety fair displays, and public service announcements
- Incorporate drinking/driving educational programs into Missouri's school systems
- Continue Team Spirit Leadership development workshops with high school teams
- Develop statewide designated driver programs which stress alternatives to drinking and driving
- Educate alcohol servers in intervention techniques

### Enforcement

- Provide training on detection and apprehension of impaired drivers; field sobriety testing; courtroom testimony; and DWI crash investigation techniques
- Provide funding for alcohol saturation enforcement teams and sobriety checkpoints
- Provide equipment to enhance enforcement efforts and appropriate training to ensure effective use of this equipment
- Provide funding for projects designed to apprehend minors attempting to purchase alcoholic beverages
- Increase consistency in enforcement efforts statewide through law enforcement campaigns

### Prosecution/Adjudication

- Upgrade testing equipment used to analyze breath samples taken from DWI offenders
- Assure breath testing equipment is adequately repaired and functional and the integrity of the equipment is not compromised
- Train judiciary on local/national DWI issues
- Provide assessments/equipment/training to enhance the State's ability to track DWI offenders

# **Stamp Out Aggressive Driving!**

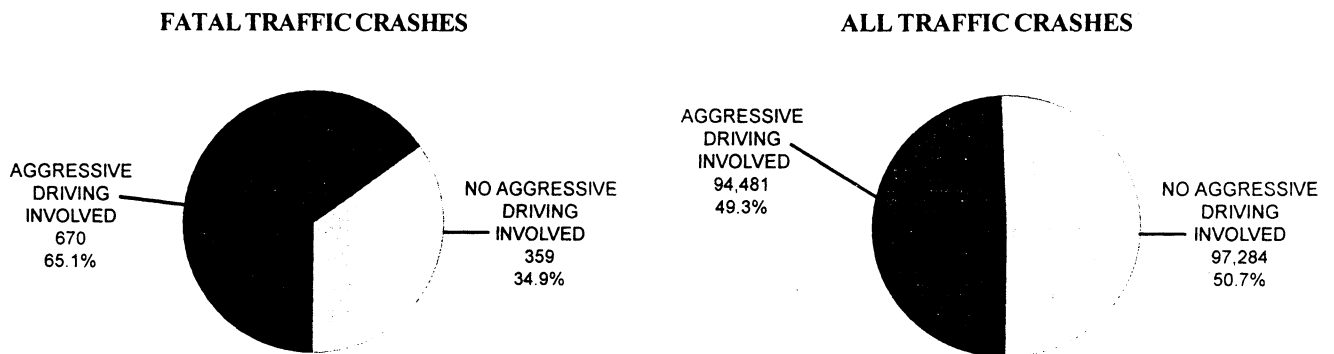


## AGGRESSIVE DRIVERS

Aggressive driving has contributed substantially to traffic crashes on Missouri's roadways, especially those crashes resulting in death. Aggressive drivers are defined as drivers of motorized vehicles who committed one or more of the following violations which contributed to the cause of a traffic crash: speeding; improper passing; violation of stop sign/signal; driving on wrong side of road (not passing); following too close; improper signal; improper lane usage/change; and/or failed to yield.

In 1997, there were 191,765 traffic crashes in the State. In these crashes, 49.3% involved one or more drivers of motorized vehicles exhibiting aggressive driving behavior. There were 1,029 fatal traffic crashes in which 1,192 persons were killed. ***In 65.1% of these fatal crashes, one or more of the drivers were exhibiting aggressive driving behaviors.***

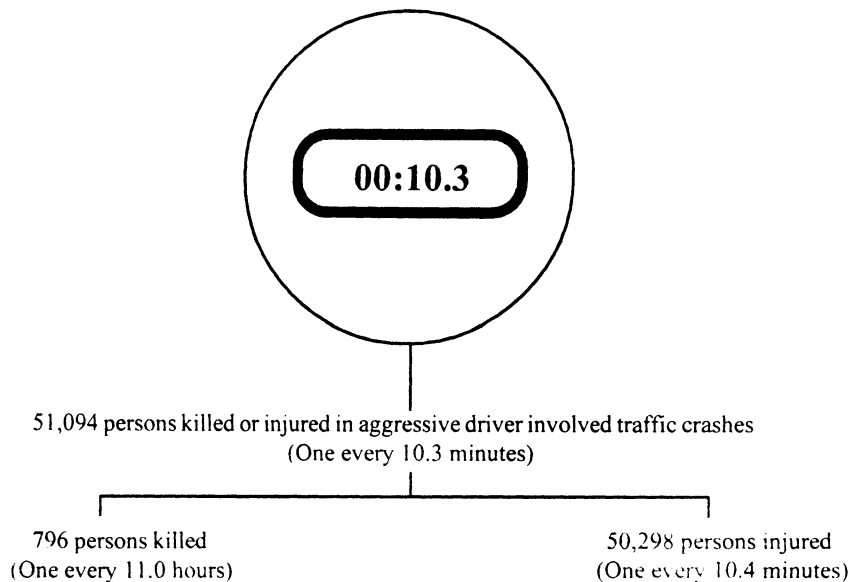
### 1997 MISSOURI AGGRESSIVE DRIVER INVOLVED TRAFFIC CRASHES



In 1997, 796 persons were killed and 50,298 injured in aggressive driver involved traffic crashes. In other words, one person was killed every 11.0 hours and one was injured every 10.4 minutes in the State.

### MISSOURI AGGRESSIVE DRIVER INVOLVED PERSONAL INJURY PROBLEM ANALYSIS CLOCK

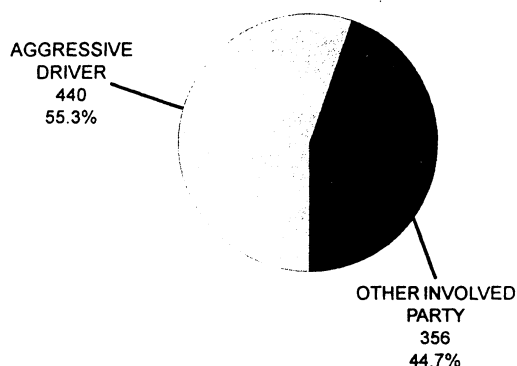
1997



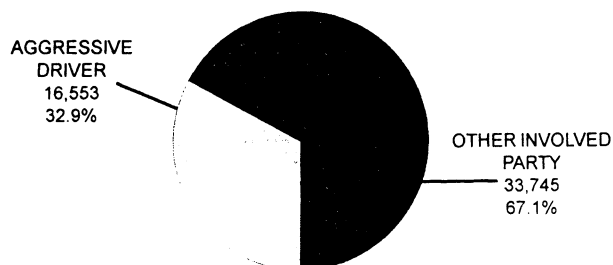
An aggressive driver not only puts their life at risk, but the lives of others as well. Of the 796 people killed, 55.3% were the aggressive drivers and the other 44.7% were some other party in the incident. Of the 50,298 injured, one-third (32.9%) were the aggressive driver while the remaining two-thirds (67.1%) were some other involved person.

### 1997 AGGRESSIVE DRIVER INVOLVED CRASHES (Person Involvement)

#### PERSONS KILLED



#### PERSONS INJURED



### 1997 MISSOURI TRAFFIC CRASHES TYPE OF CIRCUMSTANCE (by Crash Severity)

FATAL CRASHES = 670		TOTAL CRASHES = 94,481
	TOTAL FATAL	TOTAL CRASHES
EXCEEDING SPEED LIMIT / TOO FAST FOR CONDITIONS	57.6	31.9
IMPROPER PASSING	4.0	3.3
VIOLATION OF STOP SIGN / SIGNAL	8.2	9.5
WRONG SIDE NOT PASSING	24.5	4.1
FOLLOWING TOO CLOSE	1.9	20.1
IMPROPER SIGNAL	0.1	0.7
IMPROPER LANE USAGE / CHANGE	9.6	10.2
FAILED TO YIELD	19.4	32.9

This table identifies the percentage of 1997 Missouri aggressive driving related traffic crashes by specific type of aggressive driving behavior involved. For instance, in fatal aggressive driving related crashes, 57.6% involved a motorized vehicle driver speeding. In all aggressive driving related crashes, 31.9% had one or more drivers speeding.



## • ***YOUNG AGGRESSIVE DRIVERS (under Age 21)***

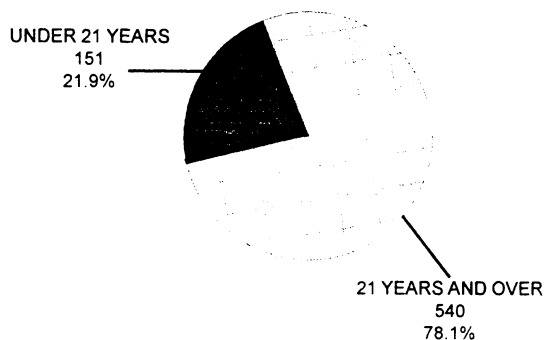
In 1997, there were 98,859 drivers of motorized vehicles whose aggressive driving contributed to the cause of a traffic crash. Of those, 23,152 or **25.7% *were under the age of 21***--causing a crash every 22.7 minutes. This is especially noteworthy since these young drivers represent only 9.4% of all Missouri's licensed drivers.

A total of 697 aggressive drivers were involved in crashes where one or more persons were killed. Of these, 151 or 21.9% were drivers under the age of 21 who were responsible for the deaths of 185 people. Of those killed, 78 or 42.2% were the young aggressive driver and 107 or 57.8% were some other person in the crash.

A total of 181 young people died and another 16,109 were injured in 1997 traffic crashes where aggressive driving was a contributing factor--one every 32.3 minutes.

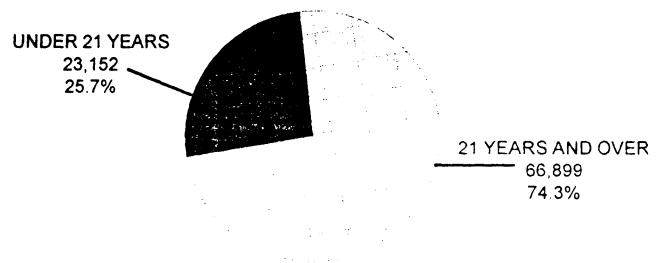
### **1997 AGGRESSIVE DRIVER INVOLVEMENT TRAFFIC CRASHES (by Age)**

#### **FATAL CRASHES**



UNKNOWN DATA NOT INCLUDED

#### **ALL CRASHES**



UNKNOWN DATA NOT INCLUDED

### ***Benchmarks***

1. Develop a measurement to categorize "aggressive driving involvement" that is recognized and identified by law enforcement. (While "aggressive driving" and "road rage" have attracted high media attention, there has been no definitive means to qualify this category of drivers that is widely accepted by law enforcement.)

### ***Performance Measures***

Continue to track and evaluate all crashes involving hazardous moving violations. The Division will coordinate with various law enforcement agencies, statisticians, and safety professionals to develop accepted identifiers for aggressive driving involved traffic crashes.

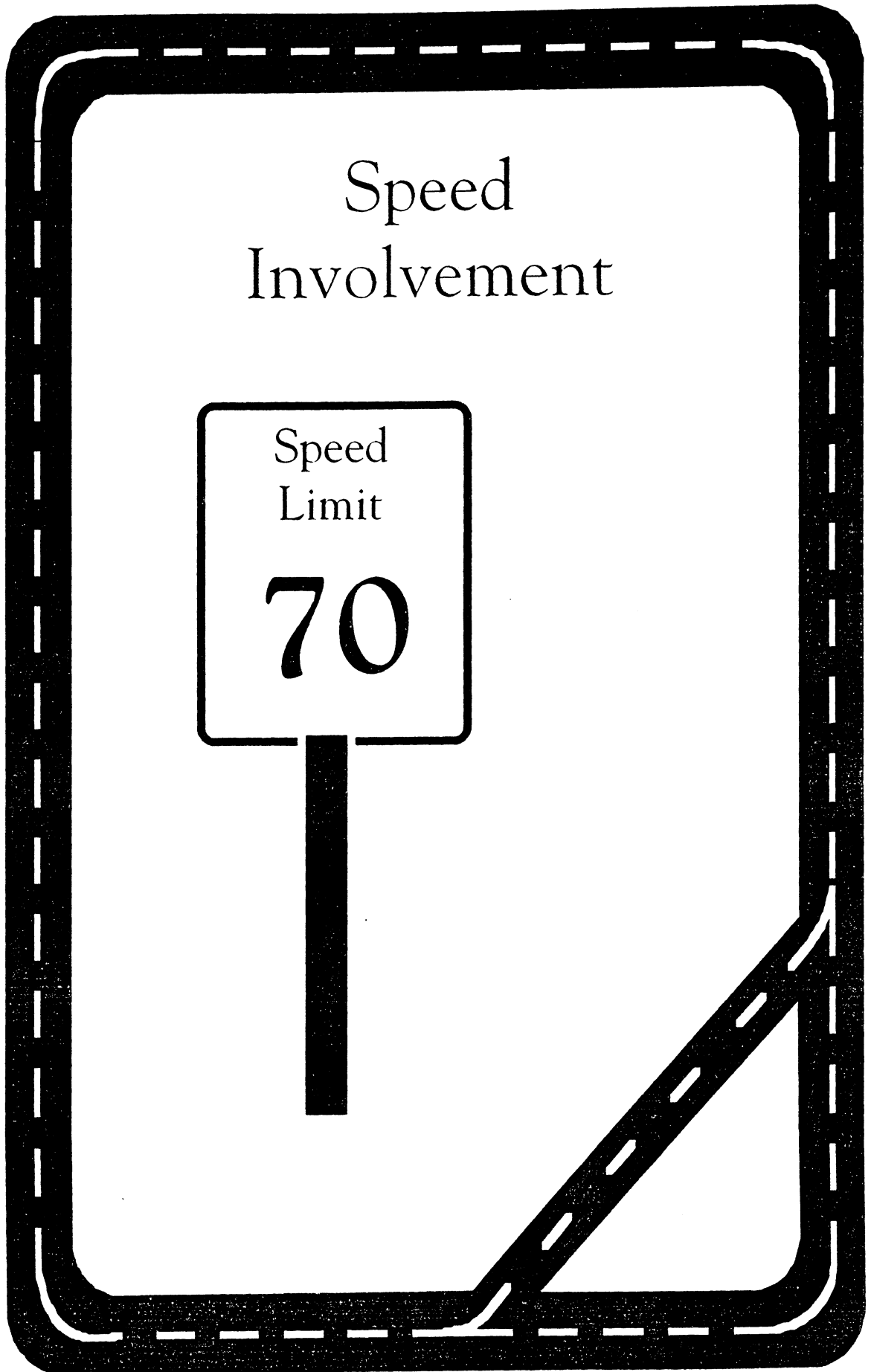
### ***Strategies***

- Develop public information campaign materials designed specifically to target aggressive drivers
- Conduct focus groups in the 21-34 age group to evaluate aggressive driving campaign materials and slogans
- Fund HMTV saturation enforcement projects through the Highway Patrol and local law enforcement agencies
- Partnership strategies--The Division will continue to meet with law enforcement partners to develop enforcement/awareness strategies and share their concepts and programs
- Training--The Division has developed a powerpoint presentation on aggressive driving and will present this program for law enforcement agencies, the business and health community, and any interested groups as requested

# Speed Involvement

Speed  
Limit

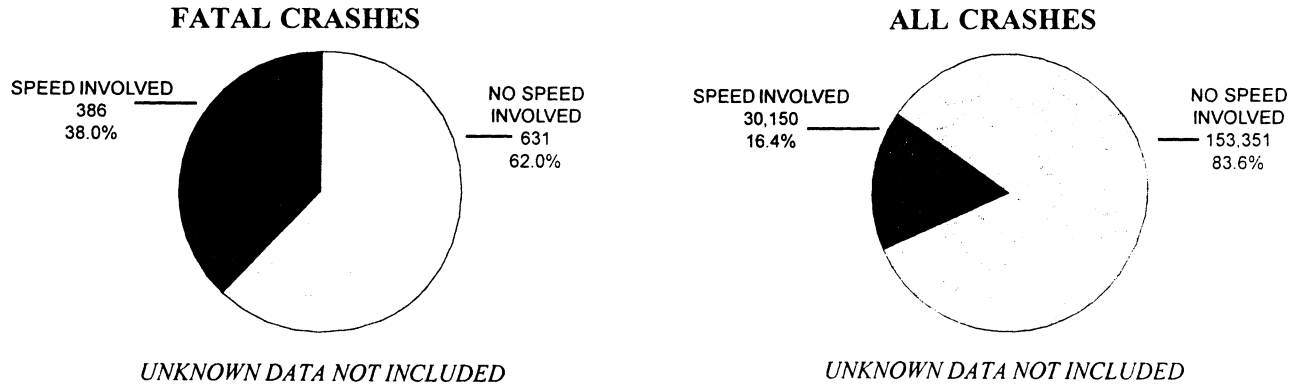
70



## SPEED INVOLVEMENT

Speed is a substantial contributing factor in traffic crashes on Missouri's roadways, especially those resulting in death. In 1997, there were 191,765 traffic crashes in the State. In known cases, 16.4% involved one or more drivers of motorized vehicles driving too fast for conditions or exceeding the speed limit. In 1997, there were 1,029 Missouri traffic crashes in which 1,192 persons were killed. In 38.0% of these crashes, one or more motorized vehicle drivers were speeding.

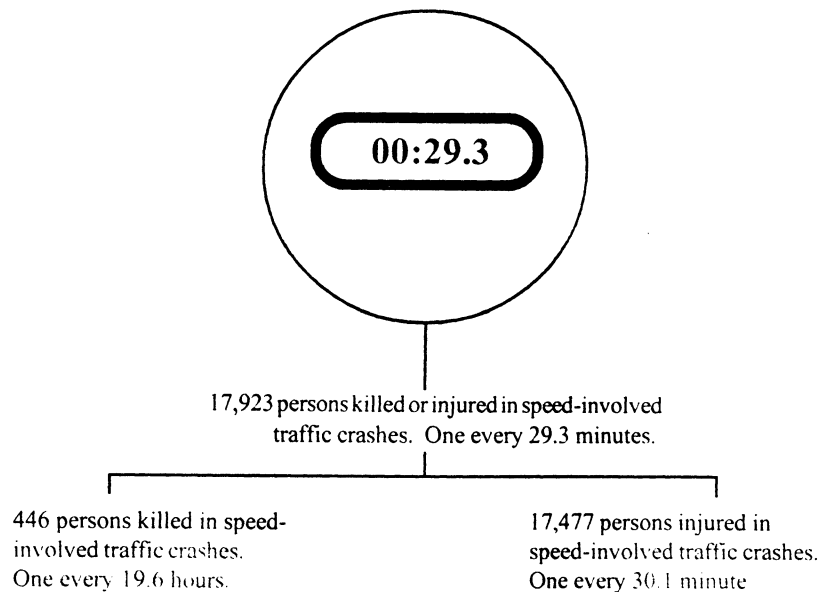
### 1997 SPEED-INVOLVED TRAFFIC CRASHES



In 1997, 446 persons were killed and 17,477 injured in speed-involved traffic crashes. In other words, one person was killed every 19.6 hours and one was injured every 30.1 minutes in the State.

### MISSOURI SPEED-INVOLVED PERSONAL INJURY PROBLEM ANALYSIS CLOCK

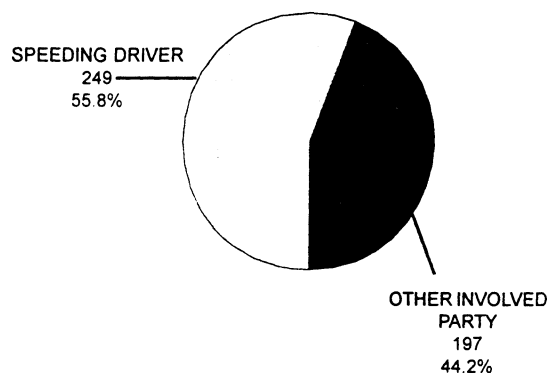
1997



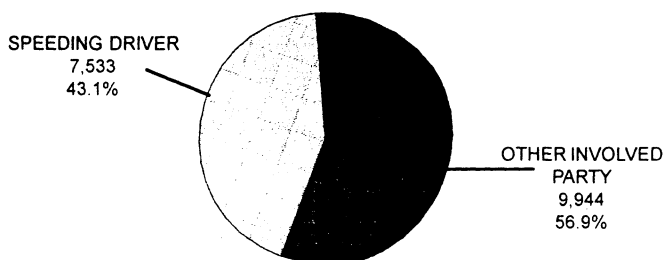
The driver of a motorized vehicle not only puts their life at risk when speeding on Missouri roadways, but other persons as well. Of the 446 persons killed in 1997 speed-related traffic crashes, 55.8% were the speeding drivers. The other 44.2% were some other party in the incident. Of the 17,477 injured, less than half (43.1%) were the speeding drivers while the majority (56.9%) were some other involved person.

### 1997 SPEED INVOLVED TRAFFIC CRASHES (Person Involvement)

#### PERSONS KILLED



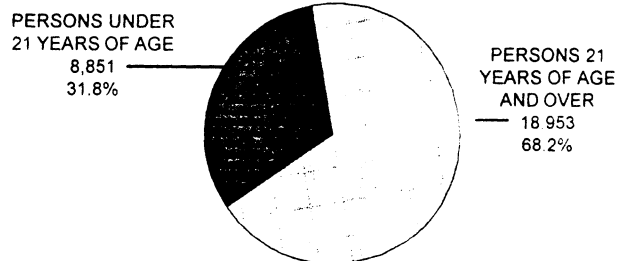
#### PERSONS INJURED



A sizable proportion of motorized drivers speeding on Missouri roadways and causing traffic crashes are young and male. Of all speeding drivers involved in Missouri's 1997 traffic crashes, about one-third (31.8%) were under the age of 21. In addition, 66.2% of the speeding drivers were male.

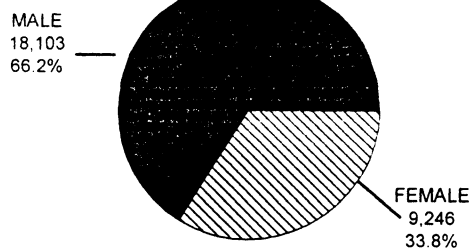
### 1997 TRAFFIC CRASHES--DRIVERS SPEEDING (by Age and Sex)

#### AGE



UNKNOWN DATA NOT INCLUDED

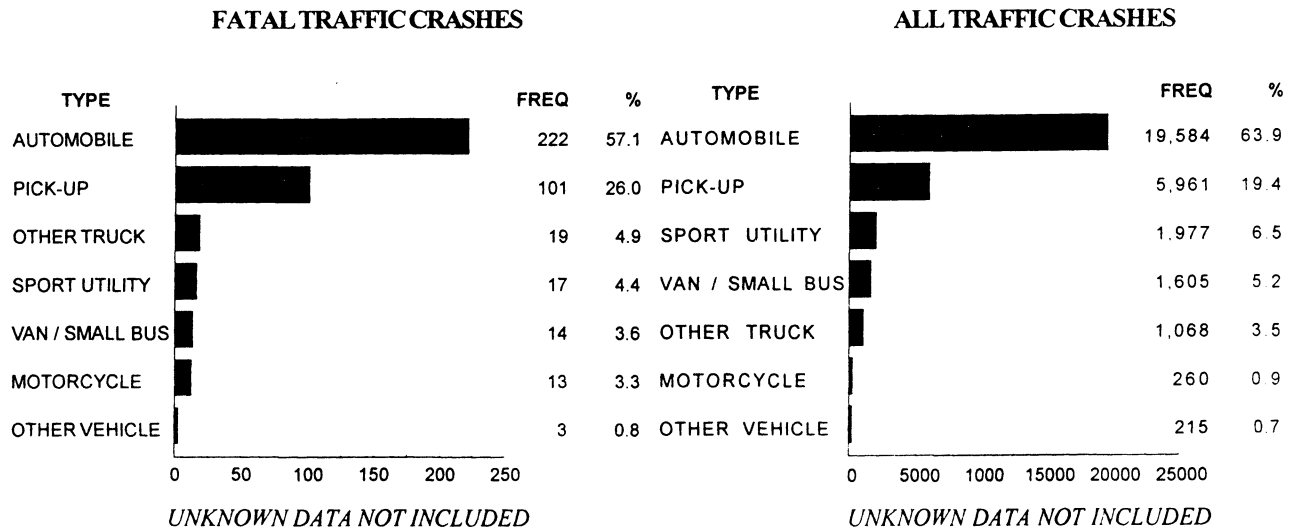
#### SEX



UNKNOWN DATA NOT INCLUDED

The majority of speeding drivers involved in 1997 Missouri traffic crashes were driving automobiles (63.9%), followed by pick-up trucks (19.4%), and sport utility vehicles (6.5%). However, when examining speeding drivers in fatal traffic crashes, pick-up trucks make up over one-fourth of the involved vehicles (26.0%).

### 1997 MISSOURI SPEED INVOLVED CRASHES (By Vehicle Type)



#### Benchmarks

- 1 No increase in speed-related fatal traffic crashes. (Due to the increased speed limits on major highways within the State, it would be difficult to attempt to establish a benchmark to decrease speed-involved crashes and the resulting deaths and injuries. We believe that if we are able to keep these figures at a static level, that in itself should be a positive impact.)  
Speed-related fatal crash rates: 1995--39.0%; 1996--39.0%; 1997--38.0%.

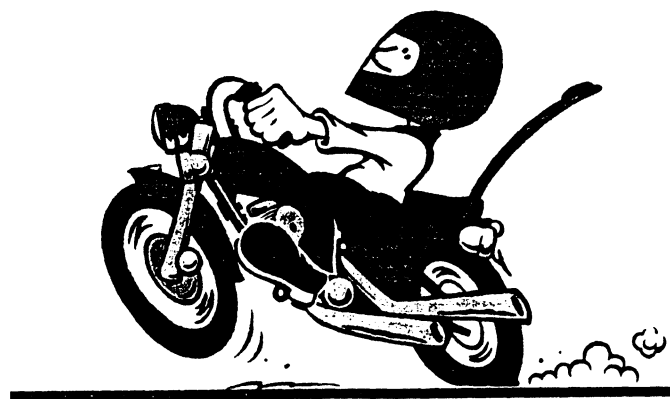
#### Performance Measures

Continue tracking and analyzing all speed-related crashes (especially those occurring on major highways and interstates) in order to identify whether the increased speed limits have made a significant impact. During this evaluation process, the Division will work with other strategic agencies to develop countermeasures addressing our concerns.

#### Strategies

- Combined Accident Reduction Enforcement (CARE) holiday saturation enforcement project with the Missouri State Highway Patrol
- Fuel for Highway Patrol speed enforcement aircraft
- Participate in national efforts to track and evaluate the increased speed limits
- Provide hazardous moving violations saturation enforcement projects to local law enforcement (with emphasis on speed enforcement)
- Increase partnership projects (both intra and interstate) for enhanced speed enforcement on major highways.

# Motorcycles & Pedestrians

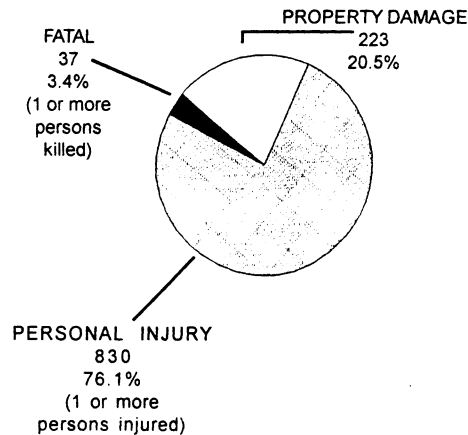


## SPECIAL INTEREST GROUPS (including Motorcyclists and Pedestrians)

### *Motorcycle Traffic Crashes*

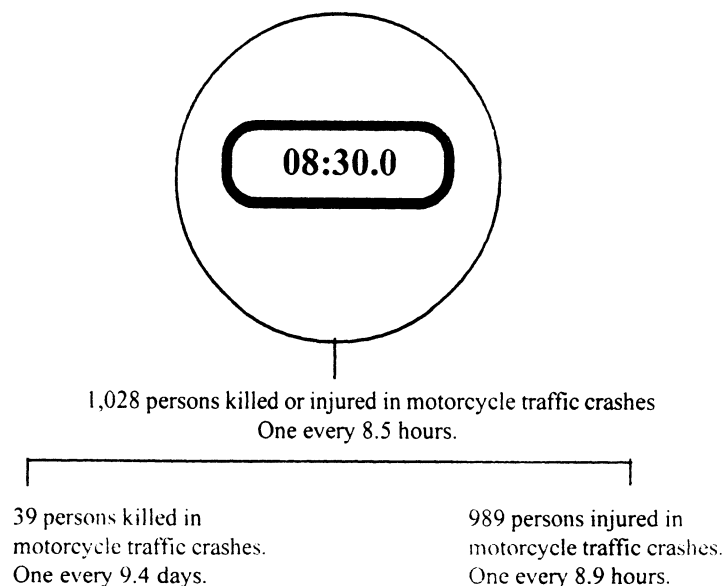
Although motorcycle traffic crashes do not occur with great frequency in Missouri, they usually result in deaths or injuries at a considerably greater percentage than other traffic crashes. Of all 191,765 traffic crashes occurring in 1997, 0.5% resulted in a fatality and 27.0% involved someone being injured in the incident. During the same period, there were 1,090 traffic crashes involving motorcycles. In these incidents, 3.4% resulted in one or more persons being killed and 76.1% resulted in a personal injury.

### 1997 MISSOURI MOTORCYCLE TRAFFIC CRASHES



In 1997, 39 persons were killed in the 1,090 Missouri motorcycle traffic crashes. In addition, 989 persons were injured in these incidents. In other words, one person was killed every 9.4 days and one was injured every 8.9 hours in the State.

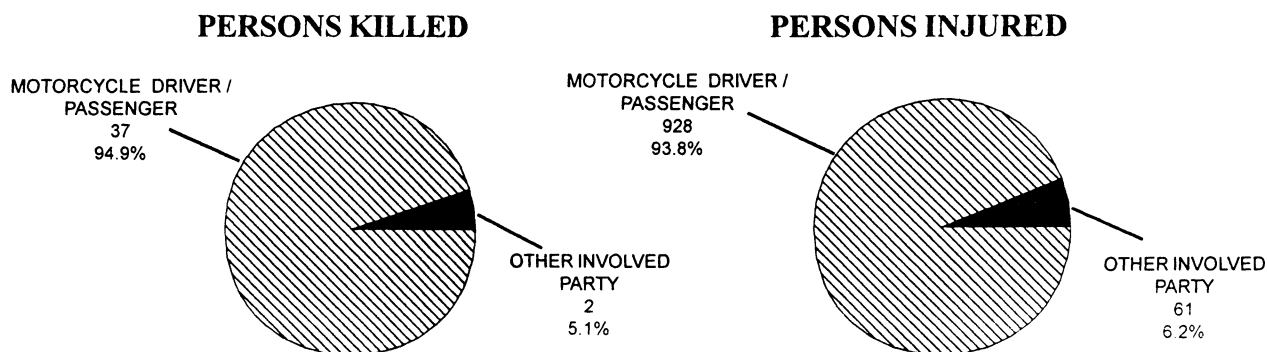
### MISSOURI MOTORCYCLE PERSONAL INJURY PROBLEM ANALYSIS CLOCK 1997





*In most instances, motorcycle drivers or passengers are the ones killed and injured when they are involved in a traffic crash.* Of the 39 persons killed in motorcycle traffic crashes, 94.9% were the motorcycle driver/passenger and 5.1% were some other involved party. Of the 989 injured, 93.8% were the motorcycle driver/passenger while 6.2% were some other person in the incident.

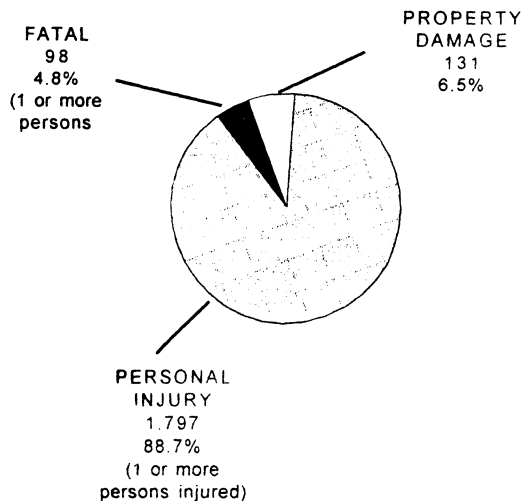
### 1997 MISSOURI MOTORCYCLE TRAFFIC CRASHES (Person Involvement)



### PEDESTRIANS

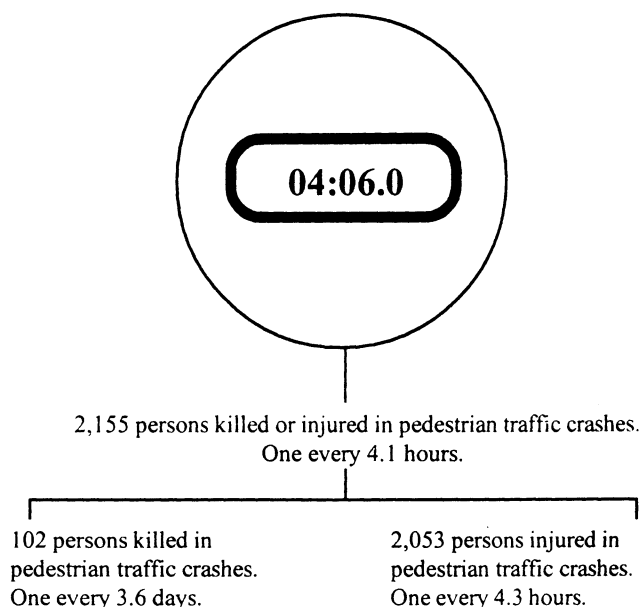
Like motorcyclists, pedestrians are not involved in a sizable number of traffic crashes in Missouri, but those they are involved in usually result in death or injury. In 1997, there were 2,026 traffic crashes involving one or more pedestrians. In these incidents, 4.8% resulted in one or more people being killed and 88.7% resulted in a personal injury. In the same year, Missouri had 191,765 traffic crashes in which 0.5% resulted in a fatality and 27.0% involved someone being injured.

### 1997 MISSOURI PEDESTRIAN TRAFFIC CRASHES



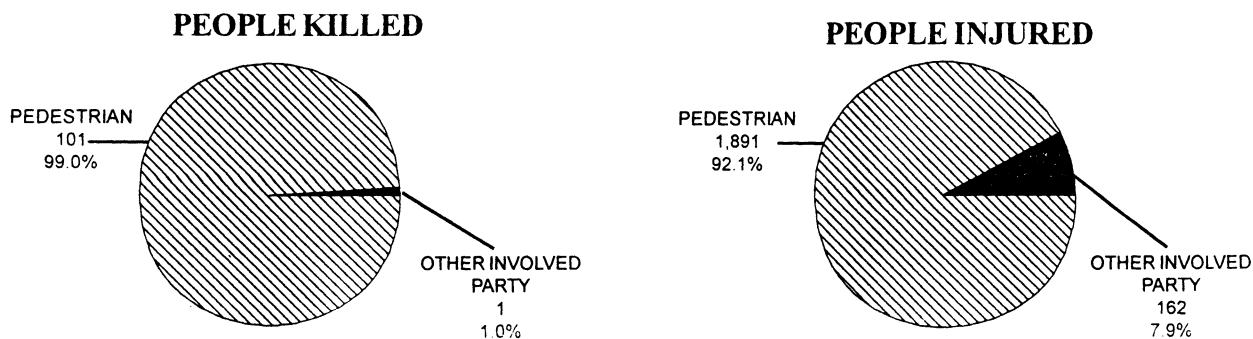
In the 2,026 traffic crashes involving pedestrians, 102 people died and 2,053 people were injured. In other words, one person was killed every 3.6 days and one was injured every 4.3 hours in the State.

### MISSOURI PEDESTRIAN PERSONAL INJURY PROBLEM ANALYSIS CLOCK 1997



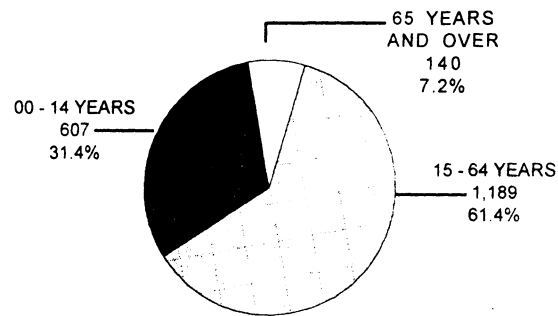
If anyone is killed or injured in a pedestrian involved traffic crash, it will usually be the pedestrian. Of the 102 people killed in 1997 Missouri pedestrian traffic crashes, 99.0% were the pedestrians. Of the 2,053 injured, 92.1% was the pedestrian while 7.9% was some other person involved in the incident.

### 1997 PEDESTRIAN TRAFFIC CRASHES (Person Involvement)



A proportionately large number of pedestrians killed and injured in Missouri traffic crashes are young people. As a result, reducing these types of crashes takes on additional importance. Of the 1,992 pedestrians *killed and injured* in 1997, **31.4% were under the age of 15**. Of all persons killed and injured in traffic crashes, 10.3% were under the age of 15. In addition, a greater proportion of older pedestrians are being killed on Missouri roadways. *Of the 101 pedestrians killed in traffic crashes, 22.8% were 65 years or older* compared to 18.6% of all persons killed in Missouri traffic crashes.

#### AGE OF PEDESTRIANS KILLED AND INJURED IN 1997 MISSOURI PEDESTRIAN TRAFFIC CRASHES



UNKNOWN DATA NOT INCLUDED

#### ***Benchmarks***

1. Train approximately 1,000 Missouri motorcycle drivers statewide in the approved Motorcycle Safety Foundation curricula for FY '99.

No benchmarks have been established in the pedestrian area. However, it was felt worthwhile to note the overall seriousness of the injuries sustained in crashes involving pedestrian.

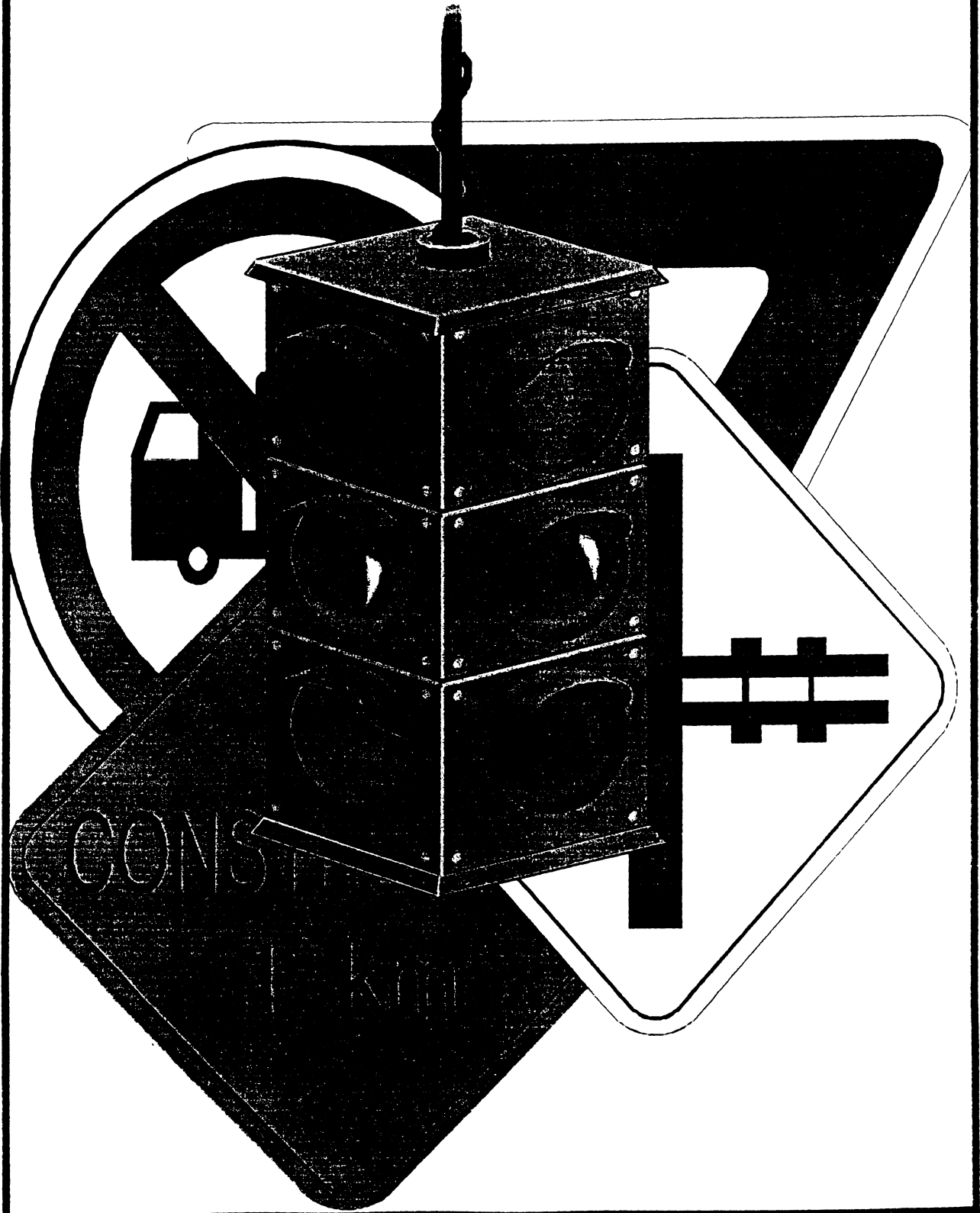
#### ***Performance Measures***

Class rosters will be maintained for Motorcycle Safety courses verifying number of classes given, number of students, pass/fail ratio, and student evaluation forms.

#### ***Strategies***

- Coordinate the implementation of a statewide educational training program with a network of certified instructors
- Offer MSF training courses statewide

# Engineering Services



## ENGINEERING SERVICES & DATA COLLECTION

Other areas which are vital to an effective and efficient traffic safety program are data collection and engineering services.

### ***STARS Maintenance & Traffic Safety Compendium***

The traffic safety program supports maintenance of the Statewide Traffic Accident Reporting System (STARS) which is the repository for all crash statistics. The Traffic Safety Compendium, the document which supports this data-driven program, is compiled utilizing the statistics which are collected in STARS. Without this vital component, it would be difficult to develop a comprehensive plan based on consistently reported crash data.

### ***Local Community Traffic Assistance***

Small local communities often lack the fiscal and personal resources to support studies to determine whether the community has proper traffic signing and control devices, whether improvements are warranted in order to reduce traffic crashes, and whether bridges are adequate and safe.

- ***Traffic Signing Projects***

Since uniform and consistent traffic signing reduces traffic crashes, the Division participates in a cost-sharing program for materials required to bring local communities into compliance with the national Manual on Uniform Traffic Control Devices. This is accomplished through the implementation of a local Traffic Signing Plan.

- ***Bridge and Traffic Engineering Assistance Programs***

Technical expertise is also provided to cities and counties to conduct bridge and traffic engineering countermeasure analysis (including bridge inspections and traffic control device inventory). In order to provide assistance in these areas, the Division of Highway Safety allocates funding, through the Missouri Department of Transportation, for two consultants to perform this service for the local jurisdictions. These projects are identified as the Bridge Engineering Assistance Program (BEAP) and the Traffic Engineering Assistance Program (TEAP), respectively.

### ***Training***

Support is also given to provide traffic engineering forums and technology transfer to enhance local capability for accident countermeasure developments. This is accomplished through training workshops and conferences.

### ***Benchmarks***

1. Production of the Traffic Safety Compendium in a timely fashion which can be easily put to use by state and local traffic safety advocates, law enforcement agencies, media, and the general public
2. Transfer Traffic Safety Compendium to Internet so that statistics can be accessed by a wider audience
3. Provide assistance to approximately 40 local communities for traffic and bridge engineering
4. Provide training for engineering professionals at workshops and the Annual Traffic Conference (attendance will be determined by conference costs based on location and travel constraints)

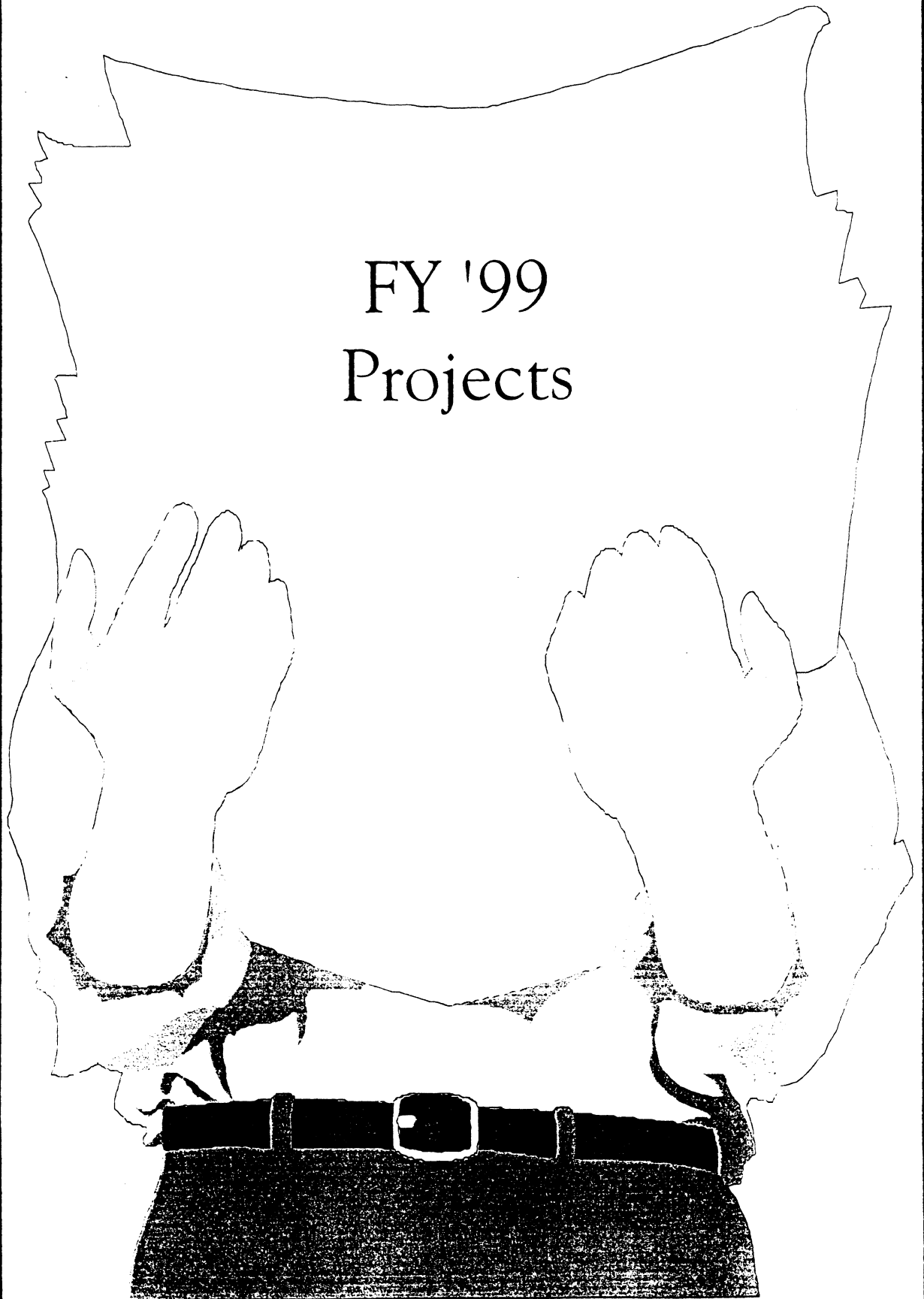
### ***Performance Measures***

Continue tracking and analyzing the statistics to determine which problem areas have demonstrated an increase or decrease in crash activity. Evaluate crash statistics by geographic location, driver subgroups, and causation factors to determine positive or negative trends.

### ***Strategies***

- Encode all accident reports into the STARS system, ensuring accuracy and efficiency
- Utilize statistics to produce the annual Traffic Safety Compendium to assist the Division of Highway Safety and local communities in developing problem identification
- Provide expertise and funding to assure local communities are in compliance with uniform traffic codes and that the bridges within their jurisdictions are upgraded in terms of their safety
- Provide training to assure state and local engineers are kept abreast of current technology

FY '99  
Projects



Task	Project #	Grantee	FY'99 PROJECTS Problem Areas & Project Countermeasures	Total Allocation	Funding Source		
					402	402 YA	410
			<b>PLANNING AND ADMINISTRATION</b>	\$ 140,000.00	\$ 140,000.00	\$ -	\$ -
1	99-PA-01	MDHS	Coordination (internal administration)	\$ 140,000.00	\$ 140,000.00		
			<b>POLICE TRAFFIC SERVICES</b>	\$ 2,002,950.00	\$ 2,002,950.00		
1	99-PT-02-1	MDHS	Coordination (program management)	\$ 98,000.00	\$ 98,000.00		
3	99-PT-02-2	MDHS	LETSAC Advisory Council Support	\$ 20,000.00	\$ 20,000.00		
4	99-PT-02-3	MSHP	Trng--Acc. Invest; Accident Reconstruction	\$ 111,400.00	\$ 111,400.00		
4	99-PT-02-4	CMSU	Trng--Acc. Invest; 1st Ln. Super; Mid-Lev Mgmt; Srch/Seizure, Drug R	\$ 48,260.00	\$ 48,260.00		
4	99-PT-02-5	CMSU	Motorcycle Training	\$ 52,361.00	\$ 52,361.00		
4	99-PT-02-6	Missouri Southern	Trng--Veh. Search/Seizure; High-Risk Veh. Stops; Beyond the Ticket	\$ 18,000.00	\$ 18,000.00		
5	99-PT-02-7	MSHP	CARE (Combined Accident Reduction Enforcement) Conference	\$ 5,000.00	\$ 5,000.00		
7	99-PT-02-8	MDHS	Postage, Printing & Photography (internal)	\$ 100,000.00	\$ 100,000.00		
7	99-PT-02-9	MDHS	Public Information & Education (internal)	\$ 30,000.00	\$ 30,000.00		
7	99-PT-02-10	Beenders Mktg Group	Public Information & Education (Ad Agency)	\$ 125,000.00	\$ 125,000.00		
7	99-PT-02-12	Economic Develop.	Operation Lifesaver Educational Materials	\$ 5,000.00	\$ 5,000.00		
7	99-PT-02-13	MDHS	MDHS Regional Workshops	\$ 15,000.00	\$ 15,000.00		
7	99-PT-02-14	MDHS	National/Regional Highway Safety Workshops (internal)	\$ 40,000.00	\$ 40,000.00		
7	99-PT-02-15	MDHS	Equipment Upgrade (internal)	\$ 120,000.00	\$ 120,000.00		
7	99-PT-02-16	MDHS	Newsletter	\$ 15,000.00	\$ 15,000.00		
9	99-PT-02-18	MSHP	S.T.E.P.--O.T. for 24 hour saturation enforcement efforts	\$ 44,080.00	\$ 44,080.00		
10	99-PT-02-19	MSHP	Aircraft Enforcement--O.T. & Fuel for Aircraft Speed Enforcement	\$ 65,000.00	\$ 65,000.00		
10	99-PT-02-20	MDHS	S.T.E.P.-Equipment \$10,000 & OT \$20,000 (local law enforcement)	\$ 30,000.00	\$ 30,000.00		
10	99-PT-02-17	MDHS	Network of Employers for Traffic Safety (NETS) Director \$38,000 Clerical \$5000; E & E \$26,425; PI&E \$37,000; Overhead \$21,909	\$ 128,334.00	\$ 128,334.00		
		<b>Region 1</b>	<b>Enforcement Projects</b>				
11	99-PT-02-21	Belton PD	HMV OT \$4000; Laser \$2500; S/B Ckpts \$2000; DWI \$5000; Sob. Ckpt \$2500; In-Car Video \$3500	\$ 19,500.00	\$ 19,500.00		
11	99-PT-02-22	Blue Springs PD	HMV OT \$6000; Laser \$2500; DWI OT \$6000; Sob Ckpts \$2500	\$ 17,000.00	\$ 17,000.00		
11	99-PT-02-23	Cass Co SD	HMV OT \$3000; 4 Radars \$4000; Crash Invest. Kit \$867	\$ 7,867.00	\$ 7,867.00		
11	99-PT-02-24	Chillicothe PD	HMV OT \$3000; 2 Radars \$2000	\$ 5,000.00	\$ 5,000.00		
11	99-PT-02-25	Clay Co SD	Traf. Off. \$16,900; Print/Supplies \$2000; HMV OT \$3000; Laser \$2500; S/B Ckpt \$3000; Materials \$1500; DWI OT \$3500; Sob Ckpt \$2500; Gen/Lites \$1000	\$ 35,900.00	\$ 35,900.00		
11	99-PT-02-26	Gladstone Public Sfty	HMV OT \$5000; DWI OT \$5000; Sob Ckpts \$2500	\$ 12,500.00	\$ 12,500.00		
11	99-PT-02-27	Grain Valley PD	Speed/HMV OT \$2000; Radar \$1000	\$ 3,000.00	\$ 3,000.00		
11	99-PT-02-28	Grandview PD	Radar & Laser \$4500	\$ 4,500.00	\$ 4,500.00		
11	99-PT-02-29	Independence PD	HMV OT \$29,000; DWI OT \$20,000; In-car Video \$3500; Yth Alcohol Enf. \$6000; Sob Ckpts \$5000; Drug Ckpts/Patrol \$14,400	\$ 77,900.00	\$ 77,900.00		
11	99-PT-02-30	Kansas City PD	HMV OT \$48,000; Multi-Offender OT \$51,682; S/B Ckpts/Fairs OT \$7104; Supplies \$1500; Sob Ckpts \$20,000	\$ 128,286.00	\$ 128,286.00		
11	99-PT-02-31	Lee's Summit PD	HMV OT \$8000; Occ. Prot. OT \$2500; DWI OT \$5000; In-car Video \$3500; Sob Ckpts \$2500	\$ 21,500.00	\$ 21,500.00		
11	99-PT-02-32	Livingstone Co SD	HMV OT \$3000; 2 Radars \$2000	\$ 5,000.00	\$ 5,000.00		



Task	Project #	Grantee	Problem Areas & Countermeasures	Total Allocation	Funding Source		
					402	402 YA	410
		<b>Region 1 (contd.)</b>	<b>Enforcement Projects</b>				
11	99-PT-02-33	Oakview PD	DWI OT \$1000	\$ 1,000.00	\$ 1,000.00		
11	99-PT-02-34	Platte Co SD	Traffic Officer \$15,000; HMV OT \$7000; DWI OT \$6000	\$ 28,000.00	\$ 28,000.00		
11	99-PT-02-35	St. Joseph PD	HMV OT \$2000; 2 Radars \$2000; DWI OT \$4000; Sob Ckpt \$1000; Generator & Lights \$1000	\$ 10,000.00	\$ 10,000.00		
		<b>Subtotal Region 1</b>	<b>\$376,953.00</b>				
		<b>Region 2</b>	<b>Enforcement Projects</b>				
11	99-PT-02-36	Arnold PD	HMV OT \$1300; DWI OT \$1300; 4 Radars \$4000	\$ 6,600.00	\$ 6,600.00		
11	99-PT-02-37	Ballwin PD	HMV OT \$3000; 1 Radar \$1000; 1 In-car video \$3500	\$ 7,500.00	\$ 7,500.00		
11	99-PT-02-38	Bellef. Nghbors PD	HMV OT \$5000; Sob. Checkpts \$2500	\$ 7,500.00	\$ 7,500.00		
11	99-PT-02-39	BelRidge PD	HMV OT (I-70) \$3000	\$ 3,000.00	\$ 3,000.00		
11	99-PT-02-40	Berkely PD	HMV OT (I-70) \$3000	\$ 3,000.00	\$ 3,000.00		
11	99-PT-02-41	Brentwood PD	HMV OT \$3000; 1 Radar \$1000	\$ 4,000.00	\$ 4,000.00		
11	99-PT-02-42	Charlack PD	HMV OT (270 Partnership) \$2000	\$ 2,000.00	\$ 2,000.00		
11	99-PT-02-43	Chesterfield	HMV OT \$2500; DWI OT \$2500	\$ 5,000.00	\$ 5,000.00		
11	99-PT-02-44	Creve Coeur PD	HMV OT \$2592; S. Ckpts \$2500; In-car Video \$3500; BAT Van OT \$1512	\$ 10,104.00	\$ 10,104.00		
11	99-PT-02-45	Desoto PD	HMV OT \$1000; 1 Radar \$1000	\$ 2,000.00	\$ 2,000.00		
11	99-PT-02-46	Ferguson PD	HMV OT (270 Partnership) \$6300; 1 Radar \$1000	\$ 7,300.00	\$ 7,300.00		
11	99-PT-02-47	Florissant PD	HMV OT \$6535; Sob Checkpts \$2500	\$ 9,035.00	\$ 9,035.00		
11	99-PT-02-48	Hannibal PD	HMV OT \$4000; 1 Radar \$1000; Occ. Prot. (road rage) \$3500	\$ 8,500.00	\$ 8,500.00		
11	99-PT-02-49	Hazelwood PD	HMV OT (270 Partnership) \$5000; Sob Checkpts \$2500	\$ 7,500.00	\$ 7,500.00		
11	99-PT-02-50	Jefferson County SD	HMV \$6000; 6 Radar \$6000; S Ckpts \$2500; DWI OT \$20,000; 2 In-car Videos \$7000	\$ 41,500.00	\$ 41,500.00		
11	99-PT-02-51	Kirkwood PD	HMV OT \$2500; DWI OT \$2500	\$ 5,000.00	\$ 5,000.00		
11	99-PT-02-52	Maryland Heights PD	HMV OT \$10,080; 1 Laser Radar \$2500	\$ 12,580.00	\$ 12,580.00		
11	99-PT-02-53	O'Fallon PD	DWI OT \$2500; Sob Checkpt \$2500; Occupant Protection \$1500	\$ 6,500.00	\$ 6,500.00		
11	99-PT-02-54	Overland PD	HMV OT \$5000; 1 Radar \$1000; DWI OT \$1500; Occ. Prot \$2500	\$ 10,000.00	\$ 10,000.00		
11	99-PT-02-55	Pevely PD	HMV/DWI OT \$1500; 1 Radar \$1000	\$ 2,500.00	\$ 2,500.00		
11	99-PT-02-56	St. Ann PD	HMV OT \$5000; Sob. Checkpts \$2500; DWI OT \$5000	\$ 12,500.00	\$ 12,500.00		
11	99-PT-02-57	St. Charles City PD	HMV OT \$5700; Seat Belt Ed & Chkpt \$3900; Sob Chkpt \$2500	\$ 12,100.00	\$ 12,100.00		
11	99-PT-02-58	St. Charles County SD	DWI OT \$10,000	\$ 10,000.00	\$ 10,000.00		
11	99-PT-02-59	St. John PD	HMV OT (I-70) \$3000; 2 Radars \$2000; Sob Chkpt \$2500	\$ 7,500.00	\$ 7,500.00		
11	99-PT-02-60	St. Louis City PD	HMV OT \$75,000; DWI OT \$75,000	\$ 150,000.00	\$ 150,000.00		
11	99-PT-02-61	St. Louis County PD	HMV OT \$15,000; DWI OT \$15,000; Sob Chkpts \$2500	\$ 32,500.00	\$ 32,500.00		
11	99-PT-02-62	Town & Country PD	DWI OT \$2500; In-car Video \$3500	\$ 6,000.00	\$ 6,000.00		
11	99-PT-02-63	Union PD	HMV OT \$2000; 1 Radar \$1000	\$ 3,000.00	\$ 3,000.00		
11	99-PT-02-64	Vinita Park PD	HMV OT \$1000; 1 Radar \$1000; Sob Chkpts \$2500	\$ 4,500.00	\$ 4,500.00		
11	99-PT-02-65	Washington PD	HMV OT \$3000	\$ 3,000.00	\$ 3,000.00		
		<b>Subtotal Region 2</b>	<b>\$402,219.00</b>				

Task	Project #	Grantee	Problem Areas & Countermeasures	Total Allocation	Funding Source		
					402	402 YA	410
Region 3							
Enforcement Projects							
11	99-PT-02-66	Boone Co SD	HMV OT \$7000; Sob Ckpt \$2388	\$ 9,388.00	\$ 9,388.00		
11	99-PT-02-67	Clinton PD	3 Radars	\$ 3,000.00	\$ 3,000.00		
11	99-PT-02-68	Cole Co SD	1 Traffic Officer \$18,750	\$ 18,750.00	\$ 18,750.00		
11	99-PT-02-69	Columbia PD	HMV OT \$23,712	\$ 23,712.00	\$ 23,712.00		
11	99-PT-02-70	Greene Co SD	Equipment Allowance for 3 Traffic Vehicles	\$ 15,000.00	\$ 15,000.00		
11	99-PT-02-71	Jasper Co SD	HMV OT \$5000; DWI OT \$5000	\$ 10,000.00	\$ 10,000.00		
11	99-PT-02-72	Jefferson City PD	HMV OT \$7000; DWI OT \$7000	\$ 14,000.00	\$ 14,000.00		
11	99-PT-02-73	Joplin PD	HMV OT \$6000; DWI OT \$4000	\$ 10,000.00	\$ 10,000.00		
11	99-PT-02-74	Neosho PD	DWI OT \$4000	\$ 4,000.00	\$ 4,000.00		
11	99-PT-02-75	Polk Co SD	DWI OT \$2808; 1 Radar \$1000	\$ 3,808.00	\$ 3,808.00		
11	99-PT-02-76	Sedalia PD	HMV OT \$12,197	\$ 12,197.00	\$ 12,197.00		
11	99-PT-02-77	Seneca PD	Sob Ckpt \$2500	\$ 2,500.00	\$ 2,500.00		
Subtotal Region 3			\$126,355.00				
Region 4							
Enforcement Projects							
11	99-PT-02-78	Crawford Co SD	DWI OT \$3000; Sob Ckpts \$2000	\$ 5,000.00	\$ 5,000.00		
11	99-PT-02-79	Farmington PD	HMV OT \$6338; 1 Radar \$1000	\$ 7,338.00	\$ 7,338.00		
11	99-PT-02-80	Kennett PD	DWI OT \$5000; Sob Ckpt \$1750; S/B Ckpts \$900	\$ 7,650.00	\$ 7,650.00		
11	99-PT-02-81	Perryville PD	HMV OT \$2500; 2 Radars \$2000; S/B Ckpts \$2500	\$ 7,000.00	\$ 7,000.00		
Subtotal Region 4			\$26,988.00				
ALCOHOL				\$ 1,407,616.50	\$ 493,924.00	\$ 359,808.00	\$ 553,884.50
1	99-AL-03-1	MDHS	Coordination (program management)	\$ 100,000.00	\$ 100,000.00		
2	99-AL-03-2	CMSU	Breath Alcohol Instrument Training Laboratory	\$ 157,316.00	\$ 157,316.00		
4	99-AL-03-4	MSHP	Sobriety Checkpoints--O.T. for 9 troops	\$ 111,608.00	\$ 111,608.00		
5	99-AL-03-5	MDHS	Sobriety Checkpoint Equipment Purchase--signs, flares, vests	\$ 60,000.00	\$ 60,000.00		
6	99-AL-03-6	UMC	CHEERS Designated Driver Program	\$ 65,000.00	\$ 65,000.00		
410 Alcohol Incentive Funds							
1	99-J7-03-1	MDHS	Governor's Commission on DWI & Impaired Driving	\$ 5,000.00			\$ 5,000.00
1	99-J7-04-1	CMSU	Training--SFST Instructor Training/Update	\$ 10,520.00			\$ 10,520.00
2	99-J7-04-2	CMSU	Training--Sobriety Checkpoint Supervisor	\$ 22,356.00			\$ 22,356.00
3	99-J7-04-6	UMC-LETI	Training--1 Each SFST & DWI Crash Investigation Course	\$ 9,960.00			\$ 9,960.00
3	99-J7-03-3	MSHP	DWI O.T. Saturation Enforcement @ high accident locations statewide	\$ 85,312.00			\$ 85,312.00
3	99-J7-03-3	Liquor Control	Server Training/Badges in Business	\$ 137,000.00			\$ 137,000.00
1	99-J7-05-1	MDHS	Annual Courts Conference	\$ 15,000.00			\$ 15,000.00
1	99-J7-02-1	Dept of Revenue	General Counsel Training--DWI System & Tracking	\$ 25,000.00			\$ 25,000.00
2	99-J7-02-2	Dept of Revenue	General Registration System Training	\$ 65,000.00			\$ 65,000.00
2	99-J7-03-2	MDHS	Coordination (Program Management)	\$ 30,000.00			\$ 30,000.00
3	99-J7-04-3	St. L Co. & Muni Acad.	SFST & DWI Crash Investigation Courses	\$ 3,750.00			\$ 3,750.00
3	99-J7-04-4	MO Southern	SFST & DWI Crash Investigation Courses	\$ 9,000.00			\$ 9,000.00
2	99-J7-05-2	Office of Pros. Serv.	Training--Lethal Weapon Trial School	\$ 9,158.50			\$ 9,158.50
5	99-J7-05-5	Office of Pros. Serv.	Training--Prosecuting the Drugged Driver	\$ 12,000.00			\$ 12,000.00
3	99-J7-05-3	DOH	Simulator Solution Verification Project	\$ 54,828.00			\$ 54,828.00
4	99-J7-05-4	MDHS	DWI Traffic Needs Assessment	\$ 20,000.00			\$ 20,000.00
3	99-J7-04-5	MDHS	Drug Evaluation Classification (DEC) Coordination/Training	\$ 40,000.00			\$ 40,000.00

Task	Project #	Grantee	Problem Areas & Countermeasures	Total Allocation	Funding Source		
					402	402YA	410
Youth Alcohol Earmarked Funds							
1	99-YA-03-1	MDHS	Parent's Survival Guide for Young Drivers	\$ 15,000.00		\$ 15,000.00	
2	99-YA-03-2	Research Med. Ctr-KC	Heads Up (traffic safety prevention education program)	\$ 69,005.00		\$ 69,005.00	
3	99-YA-03-3	UMC	Heads Up (traffic safety prevention education program)	\$ 86,028.00		\$ 86,028.00	
4	99-YA-03-4	MDHS	Youth Prevention (T. S. Curriculum--Duplication, Marketing & Dist.--\$15,000; Youth Advisory Council \$2,000; Team Spirit Reunion--\$10,000; NSSP--\$10,000; Trend \$1,500; MADD Multi-med \$50,000; School Guide \$1,500; Misc \$15,000)	\$ 105,000.00		\$ 105,000.00	
5	99-YA-03-5	City of Springfield	Team Spirit Conference: Springfield	\$ 40,000.00		\$ 40,000.00	
5	99-YA-03-6	Cape Girardeau PD	Team Spirit Conference: Cape Girardeau	\$ 34,775.00		\$ 34,775.00	
5	99-YA-03-7	Northern MO Safety Co	Youth Conference: Moberly	\$ 10,000.00		\$ 10,000.00	
OCCUPANT PROTECTION				\$ 285,000.00	\$ 285,000.00	\$ -	\$ -
1	99-OP-05-1	MDHS	Coordination (program management)	\$ 40,000.00	\$ 40,000.00		
2	99-SO-05-2	MDHS	Occupant Protection Activities	\$ 200,000.00	\$ 200,000.00		
3	99-OP-05-3	MDHS	Child Safety Seat Distribution	\$ 25,000.00	\$ 25,000.00		
4	99-OP-05-4	MDHS	Occupant Protection Educational Materials	\$ 20,000.00	\$ 20,000.00		
Activity is also implemented within PTS & Safe Communities areas							
TRAFFIC RECORDS				\$ 118,920.00	\$ 118,920.00	\$ -	\$ -
1	99-TR-06-1	MDHS	Coordination (program management)	\$ 35,000.00	\$ 35,000.00		
2	99-TR-06-2	MDHS	MOTIS-Missouri Traffic Information System (computer program)	\$ 83,920.00	\$ 83,920.00		
SAFE COMMUNITIES				\$ 292,152.00	\$ 292,152.00		
1	99-SA-09-1	MDHS	Coordination (program management)	\$ 20,000.00	\$ 20,000.00		
2	99-SA-09-2	Cape Girardeau PD	Coordination, Operations/Equipment, PI&E, Travel--\$70,050; Jackson PD--DWI, Speed, S/B OT, 1 Radar--\$5500; Cape Girardeau PD--DWI, Speed, S/B OT + 1 Radar--\$24,000; Cape Girardeau Co SD--DWI OT + Radar--\$3400; City--Traffic Payment Envel--\$1500	\$ 104,450.00	\$ 104,450.00		
3	99-SA-09-3	City of Springfield	Coordination, Operations/Equipment, PI&E, Travel--\$50,052; Springfield PD--HVM OT \$24400; DWI OT \$2250; BAT Van OT \$5000	\$ 81,702.00	\$ 81,702.00		
4	99-SA-09-4	Randolph County	Coordination, Operations/Equipment, PI&E, Travel--\$75,000; Moberly PD--Sob Ckpts \$2500, In-Car Video \$3000; Macon PD--Sob Ckpts \$2500, In-Car Video \$3000	\$ 86,000.00	\$ 86,000.00		
ENGINEERING SERVICES & DATA COLLECTION				\$ 271,000.00	\$ 271,000.00	\$ -	\$ -
1	99-FTE-11-1	MDHS	Coordination (program management)	\$ 15,000.00	\$ 15,000.00		
2	99-FTE-11-2	MSHP	STARS Maintenance	\$ 65,000.00	\$ 65,000.00		
3	99-FTE-11-3	MSHP	Traffic Safety Compendium (Statistical Analysis)	\$ 18,000.00	\$ 18,000.00		
4	99-FTE-11-4	MDHS	Traffic Signing Projects	\$ 15,000.00	\$ 15,000.00		
5	99-FTE-11-5	MODOT	Bridge Engineering Assistant Program (BEAP)	\$ 64,000.00	\$ 64,000.00		
6	99-FTE-11-6	MODOT	Traffic Engineering Assistant Program (TEAP)	\$ 64,000.00	\$ 64,000.00		
7	99-FTE-11-7	MODOT	Training & Conferences	\$ 20,000.00	\$ 20,000.00		
8	99-FTE-11-8	MDHS	High Accident Location Countermeasures--5 Regional Trainings	\$ 10,000.00	\$ 10,000.00		

<b>PLANNED ACTIVITIES FY'99</b>	
<b>402 Regular</b>	<b>\$3,332,946.00</b>
<b>3+</b>	<b>\$271,000.00</b>
<b>Subtotal 402 Reg &amp; 3+</b>	<b>\$3,603,946.00</b>
<b>410</b>	<b>\$553,884.50</b>
<b>402 YA</b>	<b>\$359,808.00</b>
<b>TOTAL</b>	<b>\$4,517,638.50</b>
Public Information and Education and Vehicular, Driver and Pedestrian Safety are included in the Police Traffic Services section	